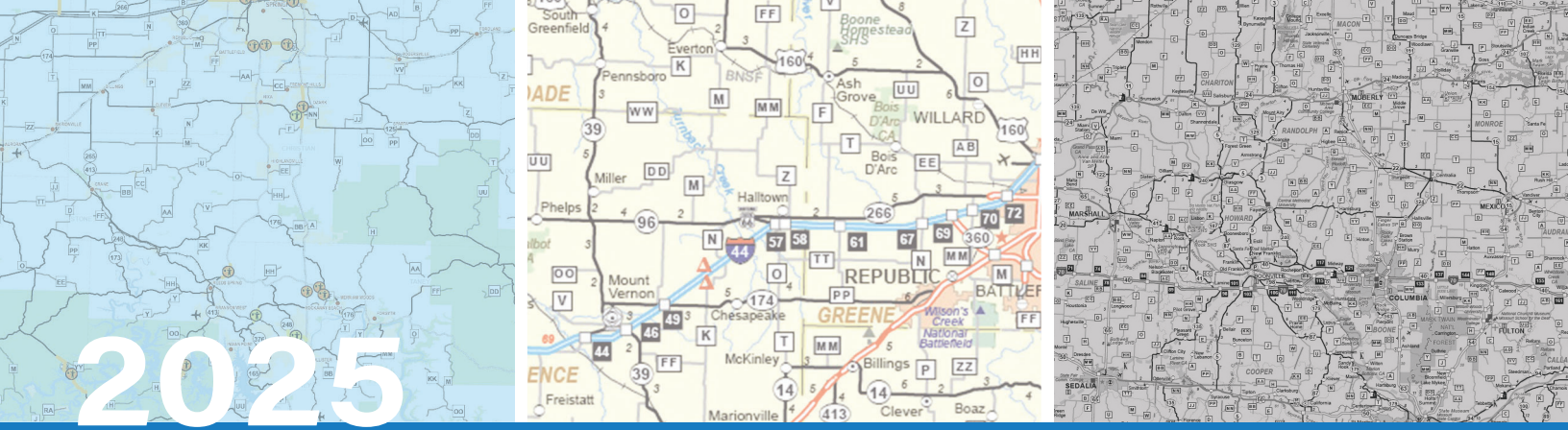

The Annual Comprehensive Financial Report

for fiscal years ended June 30, 2025 and 2024

Missouri Department of Transportation

An agency of the State of Missouri

MoDOT

www.modot.org

Annual Comprehensive Financial Report

for the fiscal year ended
June 30, 2025

Prepared by the Financial Services Division
under the direction of
Brenda Morris, CPA, Chief Financial Officer
and Todd Grosvenor, Financial Services Director

Missouri Department of Transportation
105 West Capitol Avenue
Jefferson City, MO 65102
573-526-8106

Missouri Department of Transportation
an agency of the State of Missouri

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Introductory Section

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MoDOT

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Ed Hassinger, P.E., Director

1.888.ASK MODOT (275.6636)

September 30, 2025

The Honorable Michael Kehoe, Governor
Members of the Missouri Legislature
Members of the Missouri Highways and Transportation Commission
Citizens of the State of Missouri

The Missouri Department of Transportation (MoDOT or the Department) is pleased to submit the Annual Comprehensive Financial Report (ACFR) of the Department for the fiscal year ended June 30, 2025.

Revised Statutes of Missouri, Section 21.795, require the Department, an agency of the state of Missouri, to have a financial statement audit performed annually by an independent certified public accountant. In fulfillment of this requirement, as well as bond requirements, the Department prepared this ACFR and contracted with the independent auditing firm of RubinBrown, LLP to audit the financial statements.

The objective of the independent audit is to provide reasonable assurance the financial statements are free from material misstatement. The independent audit involved examining on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion and that the Department's financial statements for the fiscal year ended June 30, 2025, are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America (GAAP). Their report is presented as the first component in the financial section of this report.

GAAP requires management to provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis. This letter of transmittal is designed to complement Management's Discussion and Analysis, which can be found immediately following the report of the independent auditors and should be read in conjunction with it.

The ACFR comprises all funds from which MoDOT spends including certain other state agencies' spending as allowed by Missouri law. Only MoDOT appropriations are reported for General Revenue and Budget Stabilization funds. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Department.

To provide a reasonable basis for making these representations, the Department has established a comprehensive internal control framework designed to protect the Department's assets from loss, theft or misuse and to compile reliable information for the preparation of the financial statements in conformity with GAAP. The Department's internal control includes both automated controls, which are an integral component of the financial accounting system, and comprehensive policies and procedures. In addition, the Department's Audits and Investigations Division is an independent audit unit that performs audits of the various districts and divisions of the Department.

Because the cost of internal controls should not outweigh their benefits, the Department's comprehensive framework of internal control has been designed to provide reasonable rather than absolute assurance that the financial statements are free from material misstatements.

To the best of our knowledge and belief, this financial report is complete and reliable in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the various funds. All disclosures necessary to enable the reader to gain an understanding of the Department's financial activities have been included.

Profile of the Department

MoDOT works to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri. The Department is responsible for designing, building, operating and maintaining Missouri's transportation system - the seventh largest in the United States with approximately 33,814 miles of highway and 10,427 bridges and culverts. The Department also works to improve airports, river ports, railroads, public transit systems and pedestrian and bicycle travel.

In 1979, voters of the State passed a constitutional amendment merging the State Highway Department with the Department of Transportation, becoming the Missouri Highways and Transportation Department. In 1996, the Missouri Highways and Transportation Department became the Missouri Department of Transportation by legislative action. The Missouri Highways and Transportation Commission (MHTC or Commission), a six-member bipartisan board, governs the Department. Commission members are appointed by the governor and are confirmed by the Missouri Senate. No more than three commission members may be of the same political party. The Commission appoints the MoDOT director.

The Commission is responsible for the annual update of the Department's five-year Statewide Transportation Improvement Program (STIP) and awards contracts for highway projects. The Commission has authority to issue bonds secured by highway revenues.

As shown on the organizational chart following this letter, the Department is organized by divisions and districts. The divisions represent a variety of disciplines and provide direction and oversight of the activities in the districts and support to the Department. These activities include the design and construction of highways and facilities, transportation planning including the five-year STIP, maintenance and safety of the existing highway system and activities related to other modes of transportation, such as aviation, railways, river ports, freight, transit, and bicycle and pedestrian facilities. The districts represent seven geographical regions of the state of Missouri and are responsible for providing projects and services to the citizens of Missouri.

Budgetary Controls

The Commission approves the appropriation submittal provided to the State Legislature for all governmental funds reported by MoDOT with the exception of those funds appropriated to other state agencies and to the Office of Administration for certain fringe benefits. The request is developed with input from the districts and divisions. In accordance with article IV, § 30(b), the Commission has the sole discretion to spend moneys in the State Road Fund. In recent history, additional spending authority limitations have been added through the legislative budget process. These limitations have reduced the Commission and Department's flexibility to adjust spending due to weather, emergency and market conditions of construction and operations and could, if continued, lead to organizational difficulties in fulfilling its mission. Other state funds administered by the Commission are subject to appropriation by the General Assembly. All appropriations are approved by the legislature during the legislative session ending in May to be effective in the subsequent budget year.

The Department relies on the statewide accounting system to control total expenditures by appropriation utilizing features in the system to ensure budgetary compliance. An additional budgetary control in place includes management using reports to monitor spending by program, division and appropriation.

Missouri Economy

Missouri's transportation system impacts the state's economy. Missouri businesses depend on roadways, railways, waterways and airports to move their products and services both nationally and globally. An efficient, well-connected transportation system helps attract new businesses to our communities and helps existing businesses maintain a competitive edge with easy customer access, minimal shipping costs and strong links to a diverse workforce. The Department believes investments in transportation creates jobs and provides opportunities for advancement to all Missouri citizens.

Missouri employment decreased during fiscal year 2025. Per the Missouri Economic and Research Information Center (MERIC), in fiscal year 2025, the unemployment rate increased to 4.0 percent in June 2025. This compares to an unemployment rate of 3.8 and 3.1 percent in June 2024 and June 2023, respectively. Compared to the national trend, the United States unemployment rate stayed the same when compared to the previous year while Missouri's rate increased, but Missouri's rate ended .1 percentage point lower in June of 2025 than the national rate of 4.1 percent. While the unemployment rate increased, the number of jobs increased in fiscal year 2025 compared to fiscal year 2024. Per MERIC, employment gains occurred over the previous year in some areas including mining, logging and construction; education and health services; leisure and hospitality; and government. Employment losses occurred in areas including manufacturing; trade, transportation, and utilities; information; financial activities; and professional and business services. Personal income in the first quarter of 2025 shows an increase over the previous year of 3.7 percent. Consumer confidence decreased in fiscal year 2025 over 2024, which indicates that consumers are less optimistic about the economy than in the previous year.

MoDOT contributes to the economy in the areas of job creation, personal income growth and new value added to the economy. Please see the summary chart below for the last nine STIPs:

STIP Year	Road and Bridge Investment (in millions)	Investment other Modes (in millions)	Total Investment (in millions)*	Additional annual jobs created	Average salary per job created	New personal income (in millions)	New value added to the economy (in millions)
2026-2030	$8,972.0	$723.3	$9,695.3	9,526	$57,338	$546.0	$749.0
2025-2029	$10,080.0	$664.2	$10,744.2	10,494	$56,956	$598.0	$806.0
2024-2028	$10,114.9	$531.5	$10,646.4	10,448	$56,886	$594.0	$772.0
2023-2027	$9,194.0	$544.5	$9,738.5	9,313	$58,190	$542.0	$735.0
2022-2026	$6,692.4	$351.3	$7,043.7	6,124	$60,420	$370.0	$499.0
2020-2024	$5,773.1 ($4,620.0 are awards)	$390.2	$6,163.3	4,940	$53,846	$266.0	$379.0
2019-2023	$5,525.4 ($4,500.0 are awards)	$385.2	$5,910.6	4,746	$53,839	$255.5	$363.7
2018-2022	$5,608.4 ($4,450.0 are awards)	$418.5	$6,026.9	4,578	$55,377	$253.5	$353.2
2017-2021**			$5,451.5	4,343	$52,452	$227.8	$316.0
2016-2020**			$3,040.7	2,836	$53,074	$150.5	$188.1

*Includes only programmed projects.
**Only total investment is available for this STIP.

These statistics show the impact to the economy by the increased STIP investment.

Federal funds are the largest source of transportation revenue. The Department's share of state fuel tax collections, the second largest revenue source, increased 8.6 percent in 2025, which includes the annual incremental addition of 2.5 cents per gallon, as enacted by Senate Bill 262 by the General Assembly. The 2025 state fuel tax receipts are more than collections in 2024, the year with the highest collections. Prior to the 2021 legislative session, the motor fuel tax rate was last raised in 1996 and is not indexed to keep pace with inflation. Motor vehicle and driver licensing fees increased 3.0 percent from 2024. Vehicle and driver licensing fees, similar to motor fuel taxes, are not indexed to keep pace with inflation. House Bill 499, passed by the legislature in 2019, increased fees, but the entire increase was dedicated to administrative costs of fee offices, with zero added revenue dedicated to transportation funding. Motor vehicle sales tax receipts increased 5.2 percent from 2024. Overall, state collections for the Department increased 6.4 percent in 2025 compared to 2024.

On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), which authorizes the federal surface transportation programs for highways, highway

safety, transit and rail for the five-year period from 2022 through 2026. The IIJA is funded with receipts into the Highway Trust Fund, transfers from the General Fund and additional funding offsets. The IIJA is five-year legislation to improve the nation's surface transportation infrastructure, including roads, bridges, transit systems and rail transportation network. The act reforms and strengthens transportation programs, refocuses on national priorities, provides long-term funding certainty and more flexibility for states and local governments, streamlines project approval processes and maintains a strong commitment to safety. This bill is set to expire at the end of federal fiscal year 2026. For the first four years of IIJA, Missouri's annual apportionments have increased approximately 28 percent compared to the last year of the prior transportation act, the Fixing America's Surface Transportation (FAST) Act.

Construction and Condition of the System

Missouri's 2026-2030 STIP was approved by the Commission in July 2025. The STIP awards for road and bridge projects total $7,050.0 million and makes maintaining the existing system a priority in an effort to keep Missouri's transportation system in its current condition. While this year's STIP is aimed at meeting asset management goals, the opportunities to expand the system – widening a busy two-lane road to four lanes to reduce congestion and make systematic safety improvements, or building a new roadway or interchange to help promote business development and bring jobs to the state – are growing. The Missouri General Assembly during its 2025 legislative session continued to approve significant General Revenue and General Revenue look-alike funds for specific transportation projects including reappropriation of $2.8 billion to provide three lanes of traffic in both directions on I-70 between Wentzville and Blue Springs and $577.5 million for improvements to I-44. This historical investment will be transformational for the state of Missouri.

In December 2024, Missouri's major roads were 88.9 percent in good condition. Minor roads with greater than 400 vehicles traveling on them per day was 83.1 percent in good condition as of December 2024, a significant improvement from December 2012 when only 69.3 percent were in good condition. Low volume highways, having less than 400 vehicles traveling on them per day, was 83.1 percent in good condition at December 2024. Perhaps the greatest variation in condition by District exists with low volume roads attributable to extreme weather and flooding. Approximately, 5,084 of 10,351 miles of low volume roads which are funded by MoDOT's operating budget are not eligible for federal reimbursement because they function to serve the local community rather than to connect communities. In addition, another 2,131 of minor roads are also not eligible for federal reimbursement for a total of 7,215 miles. This places great strain on limited operating budgets and results in local dissatisfaction with inconsistent conditions. Fortunately, the 2026–2030 STIP continues to have an investment in the state's minor and low-volume pavement and bridges at $1.59 billion over the next five years, including $20.0 million of General Revenue funds. Also, as of December 2024, 752 of the 10,427 bridges are in poor condition, which is an improvement over previous years. This improvement is a result of the Governor's Focus on Bridges program to improve 250 bridges around the state, as well as other bridge bundles that have been completed in recent years.

Major Projects

Including design and project development costs, the fiscal year 2026-2030 STIP totals $13.2 billion with 1,289 planned construction projects. The five-year program also includes a historic investment from General Revenue funds to widen and improve Interstate 70 (I-70), improve Interstate 44 (I-44), fix low-volume minor roads and variety of other projects all around the state. This funding continues to deliver positive trends that have not been seen for many years.

Inflation in construction costs had a significant impact on the number of projects MoDOT could deliver in 2023. For 2024 and 2025, while pricing has not decreased, inflation has returned to more normal levels. Accordingly, the STIP adjusts the schedule for more than 163 projects in 2026 compared to over 216 projects in 2025, enabling MoDOT to absorb inflation and maintain project commitments.

The General Assembly and the Governor approved as part of the fiscal year 2024 budget a total of $2.8 billion to improve the I-70 corridor. Specifically, the budget includes funds for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville. Of the total amount, $1.4 billion of General Revenue comes in the form of cash and spending authority. An additional $1.4 billion of bonding authority was provided with debt service to be paid from General Revenue. Bond proceeds are not to exceed $1.4 billion, annual debt service payments are not to exceed $136.0 million annually and the term of any bonds issued should not exceed 15 years. The safety and economic prosperity of Missouri depends, in part, on an I-70 that grows along with

the state and the nation. These funds were reappropriated for fiscal years 2025 and 2026. To maximize the statewide budget the program was divided into nine different projects. This approach allows the department better contractor coordination and helps with construction staging.

The General Assembly and the Governor approved as part of the fiscal year 2025 budget a total of $577.5 million to improve the I-44 corridor. Of the total amount, $213.75 million of General Revenue comes in the form of cash and spending authority. An additional $363.75 million of bonding authority was provided with debt service to be paid from General Revenue. Bond proceeds are not to exceed $363.75 million, annual debt service payments are not to exceed $44.0 million annually and the term of any bonds issued should not exceed 10 years. These improvements will help improve safety. These funds were reappropriated for fiscal year 2026.

In addition to this historic investment, the General Assembly and the Governor also approved General Revenue or General Revenue look-alike funds for other specific projects around the state including low-volume minor roads, an environmental impact study for Interstate 44, interchanges, road improvements, ports, railroad, transit and airports.

Major Operation Challenges

The Department has faced some challenges in the last few years. As mentioned previously, additional spending authority limitations have been added through the legislative budget process. These limitations have reduced the Commission and Department's flexibility to adjust spending due to weather, emergency and market conditions of construction and operations and could, if continued, lead to organizational difficulties fulfilling its mission. In December 2021, the Commission filed a petition for a declaratory judgement in the Cole County Circuit Court to confirm the authority of the Commission to access and use the State Road Fund granted by Article IV, Section 30(b).1 of the Missouri Constitution. This section gives the Commission broad access to the State Road Fund that is needed to fulfill its constitutional responsibilities, including its duty to hire and retain the employees necessary to maintain, design and construct Missouri highways. The trial court agreed with the Commission's interpretation of the Constitution; however, the Attorney General appealed that decision. The Missouri Courts of Appeal also found in favor of the Commission. In March 2025, the Missouri Supreme Court declined to hear argument or accept briefing on the case, and the court of appeals decision became final.

The Department continues to try to address issues with employee pay. Effective July 1, 2022, the Commission approved a partial market compensation plan within the limits of the approved appropriations. The market adjustment was not an across-the-board flat pay increase for all employees, but was based on an analysis of each position's pay compared to the market. As part of the actions, the Department moved employees through the ranges based on tenure. With implementation of the market adjustment and the cost-of-living adjustments approved by the Governor and General Assembly, the Department is beginning to see a positive impact on hiring and the reduction of vacancies.

The number of vacancies for June 2025 at 239 was slightly less than the number at June 2024 at 245, both years were a significant decrease from June 2023 when vacancies totaled 506. MoDOT's employee turnover rate for fiscal year 2025 was 14.72 percent, up from 14.24 percent in fiscal year 2024. This increase indicates that more terminations are occurring than the previous year, but the Department is compensating by hiring more employees than previous. This information indicates the Department's attention needs to be on retention and focusing on things like the continuation of the market plan and moving employees through salary ranges based on tenure.

The estimated cost of turnover, which includes hard costs, soft costs and leave payouts, for fiscal year 2025 was $50.99 million, up from $48.01 million in fiscal year 2024. The Commission and the Department continue to monitor the situation and believe more work is needed in this area to mitigate salary compression issues, improve employee satisfaction and morale, increase retention, improve recruitment and reduce costs associated with employee turnover.

The combination of an increase in the motor fuel tax rate and the increase with the federal reauthorization has resulted in a significantly larger construction program. This increased investment is welcomed; however, the challenge with hiring and retaining the needed staff to manage this larger construction program and to maintain the infrastructure asset once it is built will be the challenge the department faces for the next several years.

Long-term Financial Planning

The Department's 2026 budget, $7.3 billion, initially approved by the Commission in June and amended by the Commission in August, is approximately $944.5 million less than the Department's 2025 budget. During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Supplemental appropriations totaling $642.7 million will be needed in fiscal year 2026 to be able to pay employees and pay for construction projects for the entire fiscal year. The rest of the reduction in the budget is a result of completed projects.

The construction program has grown over the last several years to ensure all federal funds allocated to Missouri are invested in the transportation system and because of the significant investment by the legislature and the Governor's Office in investing General Revenue and General Revenue look-alike funding in transportation. In the coming years, the construction program is expected to remain stable as the Department spends down the cash balance in the State Road Fund to fully match the federal funds allocated to Missouri. The funds spent will be focused on maintaining the current transportation system with several targeted investments.

Other Information

The Department is required to undergo an annual Single Audit in accordance with the provisions of the Single Audit Act Amendments of 1996 and the Office of Management and Budget published 2 CFR (Code of Federal Regulations) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The Department's information will be included in the state of Missouri's Single Audit for the fiscal year ended June 30, 2025.

Acknowledgements

This ACFR is published to demonstrate our intention to maintain the highest quality standards of public accountability. This report could not have been prepared without the leadership of the Commission and the dedicated efforts of MoDOT employees. The commitment and professionalism of the Financial Services Division staff contributed significantly to the timely preparation of the 2025 report.

Respectfully submitted,

Ed Hassinger, P.E.
Director

Brenda Morris, CPA
Chief Financial Officer

Principal Officials

as of June 30, 2025

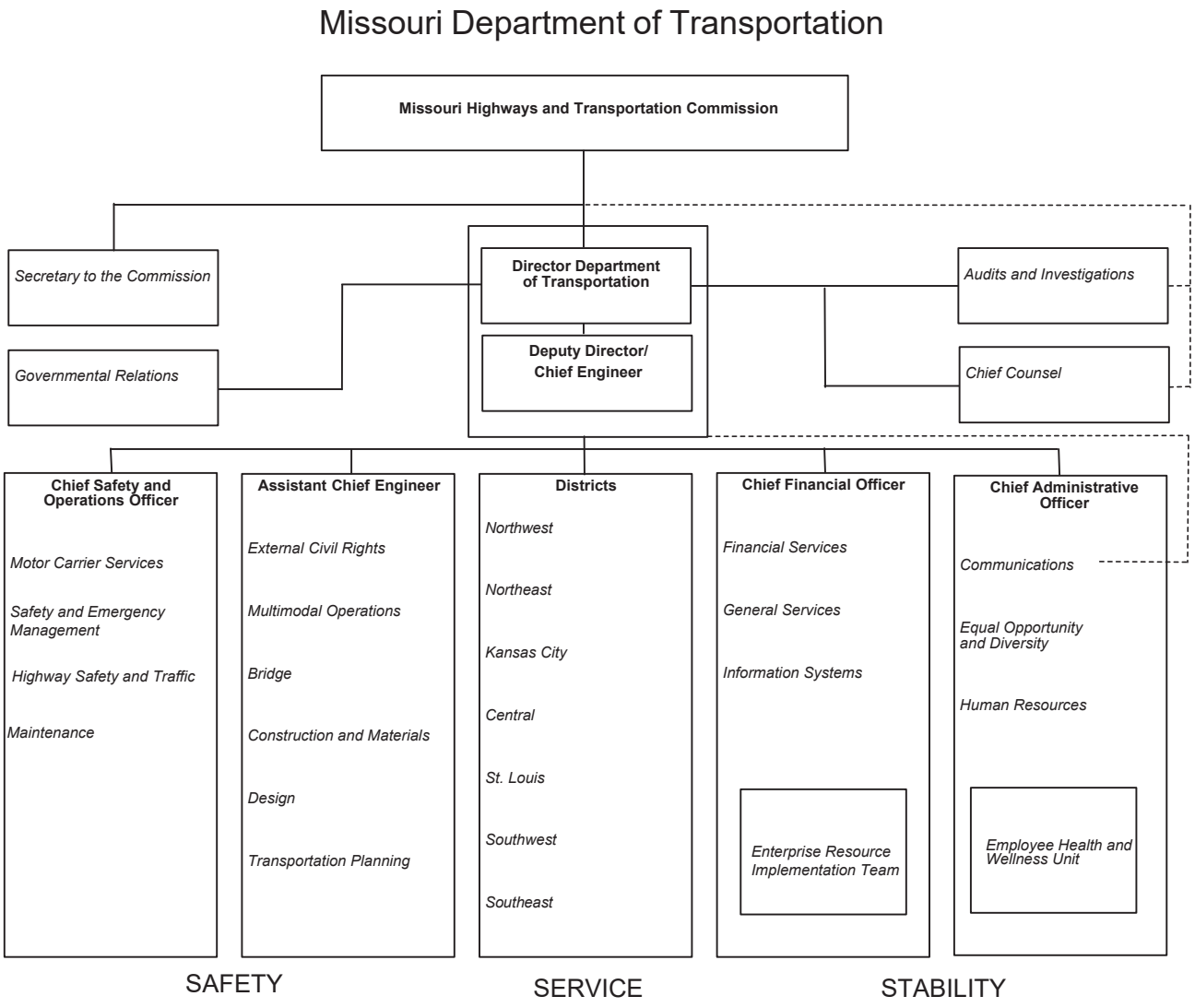
Commission	
Warren K. Erdman	Chairman
W. Dustin Boatwright	Vice Chair
Gregg C. Smith	Member
Daniel J. Hegeman	Member
Francis G. Slay	Member
Ann Marie Baker	Member
Jennifer Jorgensen	Secretary

MoDOT	
Ed Hassinger	Director
Eric Schroeter	Deputy Director/Chief Engineer
Mark Croarkin	Assistant Chief Engineer
Lester Woods	Chief Administrative Officer
Brenda Morris	Chief Financial Officer
Becky Allmeroth	Chief Safety and Operations Officer
Terri Parker	Chief Counsel
Misty Volkart	Audits and Investigations Director
Bryan Hartnagel	State Bridge Engineer
Brandi Baldwin	State Construction and Materials Engineer
Vacant[1]	Communications Director
Vacant[2]	State Design Engineer
Andria Hendricks	Equal Opportunity and Diversity Director
Melissa Stuedle	External Civil Rights Director
Todd Grosvenor[3]	Financial Services Director
Ben Reeser	General Services Director
Pam Harlan	Governmental Relations Director
Ashley Halford	Human Resources Director
Jason Volkart	Information Systems Director
Darin Hamelink	State Maintenance Director
Aaron Hubbard	Motor Carrier Services Director
Jerica Holtsclaw	Multimodal Operations Director
Jon Nelson	State Highway Safety and Traffic Engineer
Chris Engelbrecht	Safety and Emergency Management Director
Llans Taylor	Transportation Planning Director

Districts	
Marty Liles	Northwest District Engineer
Kevin James	Northeast District Engineer
Greg Bolon	Kansas City District Engineer
Machelle Watkins	Central District Engineer
Tom Blair	St. Louis District Engineer
Stacy Reese	Southwest District Engineer
Vacant[4]	Southeast District Engineer

[1]Taylor Brune became Communications Director effective July 16, 2025.
[2]Sarah Kleinschmit became the State Design Engineer effective August 16, 2025.
[3]Todd Grosvenor retired as Financial Services Director effective August 31, 2025. This position was filled by Doug Hood effective September 1, 2025.
[4]Donnie Brown became the Southeast District Engineer effective September 2, 2025.

Organizational Chart
June 30, 2025



Financial Section

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RubinBrown

7676 Forsyth Blvd
Suite 2100
St. Louis, MO 63105

T: 314.290.3300
E: info@rubinbrown.com
www.RubinBrown.com

CERTIFIED PUBLIC ACCOUNTANTS & BUSINESS CONSULTANTS

Independent Auditors' Report

Missouri Highways and Transportation Commission
Missouri Department of Transportation
Jefferson City, Missouri

Opinions

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Missouri Department of Transportation (the Department) as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Department as of June 30, 2025 and 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis For Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS), and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards)*. Our responsibilities under those standards are further described in the Auditors' Responsibilities For The Audit Of The Financial Statements section of our reports. We are required to be independent of the Department and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis Of A Matter Relating To Restatements

As described in Note 16, the 2024 financial statements have been restated to correct the balances and activity related to lease-related assets and liabilities and infrastructure. Our opinion is not modified with respect to these matters.

Emphasis Of A Matter Relating To Change In Accounting Principle

As described in Note 16, during 2025 the Department implemented the provisions of Governmental Accounting Standards Board Statement 101, *Compensated Absences.* Our opinion is not modified with respect to this matter.

Responsibilities Of Management For The Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities For The Audit Of The Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, no such opinion is expressed.
- evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Financial Reporting Entity

As discussed in Note 1, the financial statements of the Missouri Department of Transportation are intended to present the financial position, the changes in financial position and cash flows, where applicable, of only that portion of the governmental activities, each major fund and the aggregate remaining fund information of the State of Missouri that is attributable to the transactions of the Department. They do not purport to, and do not, present fairly the financial position of the State of Missouri as of June 30, 2025 and 2024, and the changes in its financial position and cash flows, where applicable, for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 22 through 35, the Budgetary Comparison Schedules on pages 92 through 94, the Schedule of Proportionate Share of Net Pension Liability and the Schedule of Pension Contributions on page 95, the Schedule of Proportionate Share of Total Other Post-Employment Benefit Liability and the Schedule of Proportionate Share of Total Other Post-Employment Benefit Contributions on page 96 and the Schedule of Changes in the Department's Total Other Post-Employment Benefit Liability and Related Ratios on page 98 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the GASB who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Department's basic financial statements. The combining financial statements and the budgetary comparison schedules and reconciliations - debt service and nonmajor governmental funds listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information, which is the responsibility of management, has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditors' report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required By *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated September 30, 2025 on our consideration of the Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Department's internal control over financial reporting and compliance.

RubinBrown LLP

September 30, 2025

Management's Discussion and Analysis

Management's Discussion and Analysis

The following section of our annual financial report presents our discussion and analysis of the Department's (or MoDOT's) financial performance during the year. It is intended to assist you in understanding how the various statements relate to each other and provide an objective and easily readable analysis of the Department's financial activities based on currently known facts, decisions and conditions. We encourage readers to consider the information presented here in conjunction with the letter of transmittal included in the introductory section and information presented in the Department's financial statements and notes, which follow this section. The Department implemented the Government Accounting and Standards Board (GASB) Statement 101, *Compensated Absences,* in fiscal year 2025. Additionally, the Department implemented GASB Statement 102, *Certain Risks and Disclosures,* in fiscal year 2025 with no impact to the financial statements.

FINANCIAL HIGHLIGHTS

Government-wide Highlights

- The net position of the Department at the close of the fiscal year was $34.8 billion compared to $33.0 billion at 2024 (as restated). The Department's net position increased $1.8 billion, or 5.4 percent, for fiscal year 2025 from 2024 (as restated). This is compared to an increase of $1.5 billion, or 4.7 percent, for fiscal year 2024 (as restated) from 2023 (as restated). The increase in net position can be attributed to an increase in capital assets. Of the fiscal year 2025 net position amount, $553.3 million represents the amount available for highways and transportation uses and $34.3 billion represents the Department's net investment in capital assets. Of the fiscal year 2024 net position amount (as restated), $329.9 million represents the amount available for highways and transportation uses and $32.7 billion represents the Department's net investment in capital assets.

- The majority of the Department's assets are capital assets, which totaled $35.3 billion and $34.0 billion for fiscal years 2025 and 2024 (as restated), respectively. This represents a 3.9 percent increase for 2025 from 2024 (as restated) and a 3.1 percent increase for 2024 (as restated) from 2023 (as restated). The increase in capital assets is attributed to a larger construction program. Average construction awards have grown from $382.0 million in the 2016-2020 Statewide Transportation Improvement Program (STIP) to $1.9 billion in the 2026-2030 STIP.

- Non-current liabilities of the Department at the close of fiscal years 2025 and 2024 (as restated) total $2.1 billion and $2.6 billion, respectively. In fiscal year 2025, noncurrent liabilities decreased $493.9 million. The decrease can be attributed to scheduled debt repayments and a decrease in the department's pension liability.

Fund Highlights

- At the close of the fiscal year, the Department's governmental funds combined ending fund balance is $2.1 billion for fiscal year 2025, $2.2 billion for fiscal year 2024 and $1.8 billion for fiscal year 2023.

- For fiscal year 2025, 97.2 percent of the Department's governmental fund balance is available for spending at the Commission's discretion in accordance with the purpose of the funds compared to 97.5 percent in fiscal year 2024. The nonspendable fund balance related to prepaid items and inventories increased from $55.3 million in fiscal year 2024 to $61.0 million in fiscal year 2025.

- The proprietary funds combined net position is $33.4 million at the close of the fiscal year, compared to $47.0 million in 2024. Restricted investments at the close of fiscal years 2025 and 2024 totaled $0.2 million, respectively, resulting in unrestricted net position of $33.2 million and $46.8 million for fiscal years 2025 and 2024, respectively. The decrease in the net position of $21.7 million in fiscal year 2025 is similar to the decrease of $21.2 million in fiscal year 2024. Increases in premiums were offset by increases in highway workers compensation, medical benefits and administrative services expenses.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is an introduction to the Department's basic financial statements, which include three components: (1) ***government-wide financial statements,*** (2) ***fund financial statements*** and (3) ***notes to the financial statements***. This section also contains required supplementary information and combining financial statements.

Government-wide Financial Statements (Reporting the Department as a Whole)

The government-wide financial statements are designed to provide readers an overall picture of the Department's financial position. The statements provide both current and noncurrent information about the Department's financial status, which assists the reader in assessing the Department's economic condition at the end of the fiscal year. These statements are prepared using the economic resources measurement focus and the accrual basis of accounting, which are similar to methods followed by most private-sector businesses. These statements take into account all of the current year's revenues and expenses, even if the related cash has not been received or paid. The government-wide financial statements include two statements: The Statements of Net Position and the Statements of Activities. These statements take a much longer view of the Department's finances than do the fund-level statements.

- The *Statements of Net Position* combine and consolidate all of the Department's assets and deferred outflows and liabilities and deferred inflows, except fiduciary funds, with the difference between the two reported as "net position". This includes current financial resources, capital assets and long-term obligations. Over time, increases or decreases in net position indicate whether the Department's financial health is improving or deteriorating, respectively. Fiduciary fund resources are not reported as they are not available to support Department programs.

- The *Statements of Activities* present information showing how the Department's net position changed during the fiscal year. The Department reports changes in net position as soon as the event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in the statements for some items that will result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused compensated absences).

The Department's basic services are reported as governmental activities, including administration; fleet, facilities and information systems; safety and operations; program delivery; other modal systems; and other activities. Taxes, fees and federal grants finance most of these activities.

This report includes two schedules that reconcile the amounts reported on the governmental fund financial statements (prepared using the modified accrual basis of accounting and current financial resources measurement focus) with the governmental activities on the appropriate government-wide statements (prepared using the accrual basis of accounting and economic resources measurement focus). The following summarizes the impact of utilizing GASB Statement 34 reporting:

- Other long-term assets that are not available to pay for current period expenditures are not reported on governmental fund statements.

- Internal service fund activities are reported as governmental activities on the government-wide statements, but reported separately as proprietary funds in the fund financial statements.

- Unless currently due and payable, long-term liabilities, such as lease obligations, compensated absences and others, appear as liabilities only on the government-wide statements.

- Capital outlay spending results in capital assets on the government-wide statements, but is reported as expenditures on the governmental fund statements.

- Bond, note and lease issuances result in liabilities on the government-wide statements, but are recorded as other financing sources on the governmental fund statements.

- Certain other outlays represent either increases or decreases in liabilities on the government-wide statements, but are reported as expenditures on the governmental fund statements.

In addition, deferred inflows and outflows of resources are related to transactions that have occurred, but are not yet recognized in the financial statements as revenues or expenses, are also included in these schedules.

Fund Financial Statements (Reporting the Department's Major Funds)

The fund financial statements provide detailed information about the major individual funds. A fund is an accounting entity with a self-balancing set of accounts the Department uses to keep track of specific sources of funding and spending for a particular purpose. The Department, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal and contractual requirements. All of the funds of the Department can be divided into three categories: governmental funds, proprietary funds and fiduciary funds. It is important to note these fund categories use different accounting approaches and should be interpreted differently.

- ***Governmental Funds*** Most of the basic services provided by the Department are reported in governmental funds. Reporting focuses on how financial resources flow in and out of the funds and amounts remaining at year-end for future spending. Governmental funds are accounted for using the modified accrual basis of accounting, which measures cash and other assets that can be readily converted to cash. These statements provide a detailed short-term view of the Department's general governmental operations and the basic services it provides. This information should help determine whether there are more or less current financial resources available for the Department's current needs. Because the focus of governmental fund financial statements is narrower than that of government-wide financial statements, it is useful to compare these statements with the governmental activities information presented in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's short-term financing decisions. Both the governmental fund Balance Sheets and the governmental fund Statements of Revenues, Expenditures and Changes in Fund Balances provide a reconciliation to facilitate a comparison between governmental funds and governmental activities in the government-wide statements. These reconciliations are presented on the page immediately following the governmental fund financial statements.

  The Department reports three major governmental funds. Information is presented separately in the governmental funds Balance Sheets and the governmental funds Statements of Revenues, Expenditures and Changes in Fund Balances for the State Highways and Transportation Department Fund (Highway Fund), the State Road Fund (Road Fund) and the State Road Bond Fund. The Highway and Road funds are special revenue funds used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. The State Road Bond Fund is a debt service fund, which was constitutionally established to receive monies from the state's motor vehicle sales tax and is used to fund the repayment of bonds. Data from other funds are combined into a single, aggregated presentation as nonmajor governmental funds. Examples of the nonmajor funds include statutorily established funds for multimodal activities. Individual fund data for each of these nonmajor governmental funds is provided within combining financial statements following the Notes to the Financial Statements.

- ***Proprietary Funds*** When the Department charges customers for some of the services it provides, whether to outside customers, other agencies, or to units within the Department, these funds are reported in proprietary funds. These funds are used to show activities that operate more like those found in the private sector and utilize full accrual accounting, like the government-wide statements.

  The Department has two internal service funds: Missouri Highways and Transportation Commission (MHTC) Self Insurance Plan and the MoDOT and Missouri State Highway Patrol (MSHP) Medical and Life Insurance Plan. Individual data for each of these funds is provided within the combining financial statements following the Notes to the Financial Statements. Internal service fund activities are reported as governmental activities on the government-wide statements with eliminations made to remove the effect of the interfund activity.

- ***Fiduciary Funds*** Fiduciary funds are used to account for resources held for the benefit of parties outside the Department. These funds are not reflected in the government-wide financial statements because the resources of these funds are not available to support the Department's activities. These fiduciary funds account for monies held on behalf of various political subdivisions and other interested parties.

Notes to the Financial Statements

The *Notes to the Financial Statements* provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The Notes to the Financial Statements, which discuss particular accounts in more detail, can be found immediately following the Statement of Changes in Fiduciary Net Position.

Required Supplementary Information

A section of *Required Supplementary Information* follows the Notes to the Financial Statements. This section includes budgetary comparisons and a separate reconciliation between the fund balances for budgetary purposes and the fund balances as presented for the major special revenue funds in the governmental fund financial statements. The Budgetary Comparison has been provided for the Department's two major special revenue funds to demonstrate compliance with this budget. The legal authority for approval of the Department's budget and amendments for all funds, except the Road Fund, rests with the State Legislature. The authority for the Road Fund rests with the Commission.

Also included are schedules that report information about the pension plan and OPEB liability, contributions and the funding progress of the MoDOT and MSHP Medical and Life Insurance Plan.

Combining Statements

The *Combining Statements* section presents statements reporting individual and total columns for nonmajor governmental funds and proprietary (internal service) funds. This information is presented only in summary form in the basic financial statements.

Budgetary Comparison Schedules and Reconciliations

The *Budgetary Comparison Schedules and Reconciliations* section includes budgetary comparisons and reconciliations between the fund balances for budgetary purposes and the fund balances as presented for the major debt service and nonmajor special revenue funds in the governmental fund financial statements. The legal authority for approval of these budgets and amendments rests with the state legislature.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Statements of Net Position

As noted earlier, net position may serve over time as a useful indicator of the Department's financial health. The following tables, graphs and analyses discuss the financial position and changes in financial position for the Department as a whole as of and for the fiscal years ended June 30, 2025, 2024 (as restated) and 2023 (as restated). The Department's combined net position increased $1.8 billion over the course of this fiscal year's operations, an increase of 5.4 percent. This compares to an increase of $1.5 billion in 2024 (as restated) from 2023 (as restated).

The following table reflects the condensed financial information derived from the Statements of Net Position as of June 30, 2025, 2024 (as restated) and 2023 (as restated):

(Amounts in millions)	2025	2024 (as restated)	2023 (as restated)	Percent Change 2025-2024
Assets				
Current and other assets	$ 2,629	$ 2,606	$ 2,274	0.9%
Capital assets, net	35,312	33,980	32,962	3.9
Total assets	37,941	36,586	35,236	3.7
Deferred Outflows of Resources				
Deferred bond refunding	1	2	4	(50.0)
Pension related items	328	328	226	0.0
Other postemployment benefits	52	78	106	(33.3)
Asset retirement obligations*	---	---	---	---
Total deferred outflows of resources	381	408	336	(6.6)
Liabilities				
Current liabilities	810	733	623	10.5
Noncurrent liabilities	2,084	2,578	3,008	(19.2)
Total liabilities	2,894	3,311	3,631	(12.6)
Deferred Inflows of Resources				
Deferred bond refunding*	---	---	---	---
Lease revenues	2	3	1	(33.3)
Pension obligations	188	127	135	48.0
Other postemployment benefits	391	504	229	(22.4)
Total deferred inflows of resources	581	634	365	(8.4)
Net Position				
Net Investment in capital assets	34,294	32,719	31,372	4.8
Restricted (internal service fund requirements set by legislation and highways and transportation uses)	553	330	204	67.6
Unrestricted	---	---	---	---
Total net position	$ 34,847	$33,049	$ 31,576	5.4%

*Due to rounding, deferred outflows related to asset retirement obligations and deferred inflows related to bond refunding does not show on this table.

The total assets of the Department were $38.0 billion with deferred outflows of resources of $381.1 million, while total liabilities were $2.9 billion, with deferred inflows of resources of $581.3 million, resulting in a net position of $34.9 billion. Total assets increased $1.4 billion in 2025, compared to a $1.4 billion increase in 2024 (as restated) from 2023 (as restated). Cash and cash equivalents and investments with maturities of less than one year increased $68.4 million in fiscal year 2025. Capital assets increased $1.3 billion in fiscal year 2025 due to a larger construction program.

Total liabilities decreased $416.6 million in 2025, compared to a $319.7 million decrease in 2024 (as restated) from 2023. Noncurrent liabilities decreased due to scheduled debt repayment and a decrease in the Department's pension liability. The pension liability reduction of $93.2 million in fiscal year 2025 is due to the retirement plan's net position increasing.

The largest portion of the Department's net position, $34.3 billion, is the investment in capital assets (i.e., land, buildings, equipment, infrastructure and other) less any related debt outstanding needed to acquire or construct the asset. The Department uses capital assets to provide services to citizens; consequently, these assets are not available for future spending. The remainder is restricted for internal service fund requirements set by legislation and highways and transportation uses.

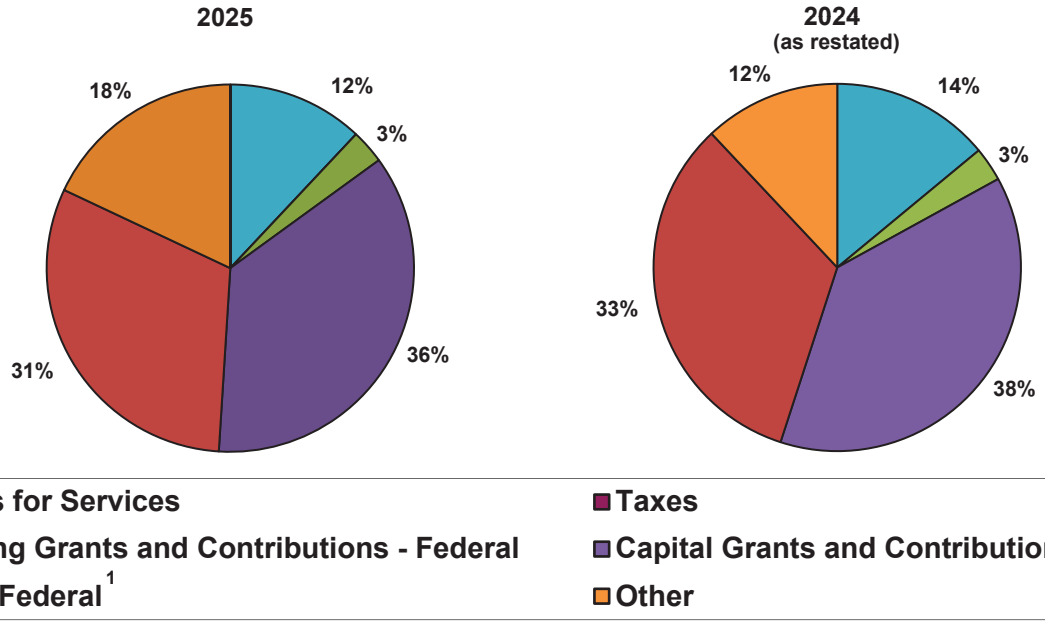
Statements of Activities

The following condensed financial information was derived from the government-wide Statements of Activities and reflects how the Department's net position changed during the year, compared to the prior years. The information is for the fiscal years ended June 30, 2025, 2024 (as restated) and 2023 (as restated):

(Amounts in millions)	2025	2024 (as restated)	2023 (as restated)	Percent Change 2025 -2024
Revenues				
Program revenues				
Charges for services	$ 492	$ 503	$ 529	(2.2)%
American Recovery and Reinvestment Act	9	10	11	(10.0)
Operating grants and contributions – federal government	126	93	77	35.5
Capital grants and contributions – federal government	1,468	1,420	1,160	3.4
General revenues				
Taxes	1,274	1,214	1,116	4.9
Investment earnings (loss)	118	106	8	11.3
Miscellaneous	609	323	193	88.5
Total revenues	4,096	3,669	3,094	11.6
Expenses				
Program expenses				
Administration	8	9	7	(11.1)
Fleet, facilities and information systems	39	35	37	11.4
Safety and operations	461	430	415	7.2
Program delivery	315	269	212	17.1
Multimodal operations	181	124	97	46.0
Interest on debt	56	61	56	(8.2)
Other state agencies	313	302	265	3.6
Self insurance (workers' compensation and liability)	33	31	22	6.5
Medical and life insurance	163	147	148	10.9
Pension	118	111	78	6.3
Other postemployment benefits	(76)	(58)	(2)	31.0
Depreciation on assets	687	666	646	3.2
Total expenses	2,298	2,127	1,981	8.0
Changes in net position	1,798	1,542	1,113	16.6
Net Position, beginning of year, as previously reported	33,049	31,576	30,463	4.8
Restatement of net position	---	(69)	---	(100.0)
Net position, beginning of year, as restated	33,049	31,507	30,463	4.9
Net position, end of year	$ 34,847	$ 33,049	$ 31,576	5.4%

Governmental Activities

The following chart depicts revenues of the governmental activities, as a percent, for the fiscal years ended June 30, 2025 and 2024 (as restated):



[1]ARRA – federal revenues made up less than 1.0 percent of total revenues for fiscal years 2025 and 2024.

Revenues for the year increased $426.2 million compared to an increase of $576.0 million in 2024 (as restated) from 2023. Federal grants revenue, including capital grants and contributions, increased $79.3 million from fiscal year 2024. Approximately $47.5 million of the increase in federal revenue is attributed to an increase in contractor payments and the timing of reimbursements related to project expenditures associated with a larger construction program. The remaining increase can be attributed to the large increase of funds for aviation projects provided in the Infrastructure Investment and Jobs Act (IIJA).

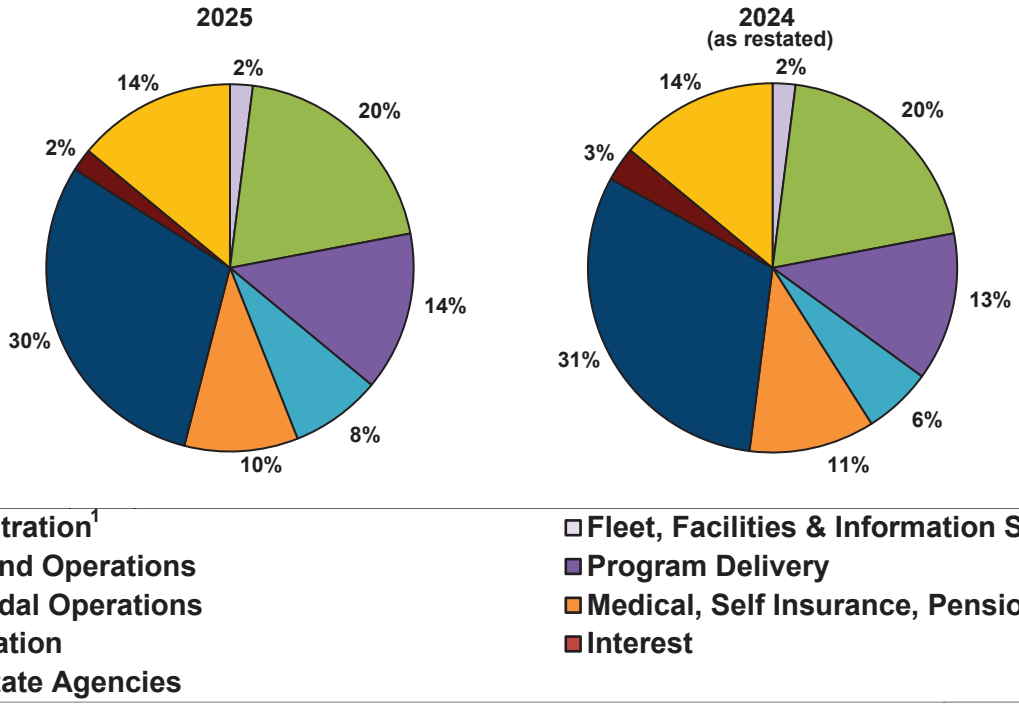
The following three revenue sources provided $3.2 billion, or 79.0 percent, of the Department's revenues:

- Charges for services, including licenses, fees, permits and cost reimbursements: $492.0 million
- Federal Highway Administration capital grants: $1.5 billion
- Sales and fuel taxes: $1.3 billion

In 2024, these same revenue sources provided $3.1 billion, or 85.5 percent, of the Department's revenues. The decrease from 85.5 percent in fiscal year 2024 compared to 79.0 percent in fiscal year 2025 is due to the general assembly's increased investment of general revenue funds in roads and bridges.

Taxes remained one of the larger portions of revenue for the Department. Taxes overall increased 5.0 percent with fuel taxes increasing 8.3 percent. The increase in fuel taxes is due to the enactment of Senate Bill 262 which increases the motor fuel tax by 2.5 cents per gallon starting October 1, 2021 and increasing 2.5 cents each July 1 until the tax is fully phased in on July 1, 2025. Sales tax revenues decreased 0.1 percent in fiscal year 2025 from 2024.

The following chart depicts expenses of the governmental activities for the fiscal years ended June 30, 2025 and 2024 (as restated):



[1]Administration expenses made up less than 1.0 percent of total expenses for fiscal years 2025 and 2024.

Expenses for the year increased $170.5 million, or 8.0 percent. The biggest increases in expenses are for fleet, facilities, and information systems, safety and operations, program delivery and multimodal. The increase in fleet, facilities and information systems is due to the timing of facility projects and fleet deliveries. The increase in safety and operations expenses can be attributed to a harsher winter. Program Delivery expenses are higher due to an increase in expenditures not specifically tied to a project, such as salaries and fringe benefits not charged to a construction project, training and projects that are not capitalized, like property damage repairs. The costs tied to construction projects are included in capital assets and appear in depreciation expense. Multimodal expenses are higher due to increased federal funding and the timing of reimbursement requests for aviation, port, freight, rail and transit projects.

The Department's expenses for Program Delivery and Safety and Operations of the state's highway system totaled $776.1 million and $698.5 million in 2025 and 2024 (as restated), respectively. This represents 33.8 percent and 32.8 percent of the total expenses for 2025 and 2024 (as restated), respectively.

FUND FINANCIAL ANALYSIS

As previously mentioned, the Department uses fund accounting to ensure and demonstrate compliance with budgetary and legal requirements. The following is a brief discussion of highlights from the fund financial statements. The purpose of the Department's governmental fund financial statements is to provide information on near-term inflows, outflows and balances of spendable resources.

Governmental Funds

The fund balances of the governmental funds at the end of fiscal year 2025 was $2.1 billion, $2.2 billion at the end of fiscal year 2024 and $1.8 billion at the end of fiscal year 2023. Revenues from the federal government increased $81.7 million from 2024. Federal government revenues increased in fiscal year 2025 due to higher contractor payments and the timing of reimbursements related to project expenditures associated with a larger construction program. The increase in federal funding can also be attributed to the large increase of funds for aviation projects provided in the Infrastructure Investment and Jobs Act (IIJA). The Department spent $396.2 million more in 2025. Most of this increase is related to the Department's growing construction program.

State Highways and Transportation Department Fund: The Highway Fund was established by statute to receive revenues derived from the use of state highways. The fund pays the costs incurred to collect revenues received and to administer and enforce state motor vehicle laws and traffic regulations. As shown on the Balance Sheets, the fund ended the fiscal year with assets of $187.9 million, liabilities of $14.9 million, deferred inflows of resources $5.7 million and a restricted fund balance of $167.4 million. The Constitution requires the balance of funds remaining after other state agency expenditures be transferred to the Road Fund.

As shown on the Statements of Revenues, Expenditures and Changes in Fund Balances of the governmental funds, the Highway Fund had $1.0 billion in revenues, compared to $965.4 million from 2024. The increase is from higher motor fuel tax receipts. In 2024, revenues were $76.4 million more than 2023.

State Road Fund: The Road Fund was constitutionally established to receive monies from highway user fees transferred from the Highway Fund, the motor vehicle sales tax, the federal government and other revenues. This is the primary operating fund of the Department and pays to construct, improve and maintain the state highway system and to administer the Commission and the Department. The fund ended the year with assets of $2.1 billion, a decrease of $15.1 million from 2024. This compares to an increase in 2024 of $316.1 million from 2023. Deferred inflows of resources for the fund were $18.9 million compared to $23.8 million in fiscal year 2024. Liabilities totaled $268.6 million, an increase of $66.8 million from 2024, and fund balances totaled $1.8 billion, a decrease of $77.0 million from 2024 compared to an increase of $355.3 million in 2024 from 2023.

State Road Bond Fund: The Road Bond Fund was constitutionally established to receive monies from the state's motor vehicle sales tax. Monies are used to fund the repayment of bonds issued by the Commission. The fund was established in fiscal year 2006 as a debt service fund. At the end of this fiscal year, total assets were $163.8 million, compared to $154.1 million in 2024. The American Recovery and Reinvestment Act of 2009 (ARRA) revenue represents the federal government subsidy received for the Build America Bonds issued in 2010. Sales tax revenue increased $0.2 million in 2025. Expenditures of the Road Bond Fund were $238.2 million in 2025 compared to $263.0 million in 2024.

Proprietary Funds

The Department's internal service funds consist of the MHTC Self Insurance Fund (workers' compensation, fleet liability and general liability) and the MoDOT and MSHP Medical and Life Insurance Plan. The self insurance fund receives premiums from the Department for fleet and general liability claims and from the Department, MSHP and MoDOT and Patrol Employees' Retirement System (MPERS) for workers' compensation claims. The Department, MSHP, MPERS and plan members pay premiums to the medical and life insurance fund.

As shown on the Statements of Net Position – Proprietary Funds, total assets decreased $4.9 million in 2025 compared to an increase of $2.2 million in 2024. Total current liabilities of the proprietary funds at the end of 2025 were $48.5 million, an increase of $3.5 million from 2024. Total pending self insurance claims and incurred but not reported claims increased $8.6 million compared to a $15.0 million increase in 2024 from 2023.

Total net position of the internal service funds decreased at the end of the current fiscal year to $33.4 million, compared to $47.0 million in fiscal year 2024. Highway workers' compensation and general liability expenses increased $1.7 million in fiscal year 2025.

The largest operating expenses of the proprietary funds, medical and prescription drug benefits, totaled $141.8 million compared to $129.8 million in 2024. This accounts for 72.6 percent of the total operating expenses, compared to 73.0 percent in 2024. This $12.0 million increase compares to a $1.3 million decrease in 2024 from 2023. The change in net position of the Self Insurance Fund was a decrease of $7.5 million in fiscal year 2025 compared to a decrease in net position of $5.7 million in fiscal year 2024. The operating loss for the MHTC Self Insurance Fund was $13.3 million in 2025 compared to a loss of $11.3 million in 2024. The operating loss can be attributed to claim expenses exceeding premiums for the year. The change in net position of the medical and life insurance plan was a negative $6.0 million in fiscal year 2025 compared to a negative change in net position of $7.2 million in fiscal year 2024. While revenues, primarily from premiums, increased by $17.3 million in fiscal year 2025, expenditures continued to exceed revenues. This was largely driven by the increase in medical and prescription drug benefits, contributing to an overall operating loss of $8.4 million.

Fiduciary Funds

The Department's fiduciary funds are used to account for monies held on behalf of various political subdivisions and other interested parties. These funds act as clearing accounts and thus have a net position of zero.

SIGNIFICANT EVENTS FOR THE YEAR ENDED JUNE 30, 2025

In February 2021, the Buck O'Neil Bridge replacement and interchange improvements was awarded. The project's budget totaled $257.9 million with $72.5 million provided by the City of Kansas City along with a $25.0 million Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant obtained by the City. Construction started in August 2021, opened fully to traffic in November 2024 and was completed in August 2025.

The I-70 Cave Springs to Fairgrounds in St. Charles County project provides connectivity, safety and efficiency improvements to four miles of the I-70 network at an estimated budget of $63.4 million. The project was awarded in February 2022 and was completed in November 2024.

The I-44 Corridor Bridge Bundle project improved 25 poor condition bridges on or adjacent to the I-44 corridor. The project had a budget of $38.5 million. The project was awarded in January 2022 and was completed October 2024.

The I-70 INFRA Discretionary Grant improvements to the Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge and Climbing Lanes at Mineola Hill started in fiscal year 2020. The Mineola Hill project to add climbing lanes to I-70 in the area of Mineola Hill to help accommodate slower traffic on the hills was awarded in April 2020, cost $14.4 million and was completed in June of 2021. The bridge replacement with a $240.0 million budget was awarded in July 2021. This project replaced one interstate bridge over the Missouri River near Rocheport, Missouri with two new bridges and one interstate overpass at Route BB. Traffic was placed on the new bridges in December 2024 and the project was fully completed in July 2025.

The General Assembly and the Governor approved as part of the fiscal year 2024 budget a total of $2.8 billion to improve the I-70 corridor. Specifically, the budget includes funds for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville. Of the total amount, $1.4 billion of General Revenue comes in the form of cash and spending authority. An additional $1.4 billion of bonding authority was provided with debt service to be paid from General Revenue. Bond proceeds are not to exceed $1.4 billion, annual debt service payments are not to exceed $136.0 million annually and the term of any bonds issued should not exceed 15 years. These funds were reappropriated for fiscal years 2025 and 2026. To maximize the statewide budget the program was divided into nine different projects. This approach allows the department better contractor coordination and helps with construction staging. The entire project is expected to be completed by the end of 2030.

The I-70 Columbia to Kingdom City project will add an additional lane to both eastbound and westbound I-70 for 20 miles. Additionally, for the project there will be significant interchange improvements to the I-70 and US 63 and I-70 and US 54 interchanges. The project has an expected budget of $426.0 million. The project was awarded in February 2024 and is expected to be completed by December 2027.

The I-70 Warrenton to Wentzville project will add an additional lane to both eastbound and westbound I-70 for 19 miles. Additionally, the project includes significant interchange improvements to I-70 at I-64, I-70 at Route Z, I-70 at Route W, I-70 at Elm Street and I-70 at Route 47. Included with this project is also nine miles of an additional lane to I-64 between I-70 and Route K. The project has a budget of $634.0 million. The project was awarded in November 2024 and is expected to be completed by December 2028.

The I-70 Blue Springs to Odessa project will add an additional lane to both eastbound and westbound I-70 for 25 miles. This project also includes significant interchange improvements to I-70 at Route D in Bates City and I-70 at Route 131 in Odessa. The project has a budget of $367.0 million. The project was awarded in May 2025 and is expected to be completed by December 2028.

During the 2019 legislative session, Governor Parson recommended, and the legislature passed $50.0 million of General Revenue funds for a new Transportation Cost-Share Program. This program, a cooperative effort between the Department and the Department of Economic Development, allowed anyone to apply for cost-share funds for transportation projects on public roads that generate economic benefit to the state. The Department received 48 applications requesting $91.7 million in funds. Sixteen projects were initially selected by the Commission in January 2020 and an additional project was approved in April 2020. Due to budget constraints, the fiscal year 2021 General Revenue funding available for the Transportation Cost-Share program was reduced to $25.0 million. The remaining $25.0 million has been made available in the State Road Fund as a result of funds that were redirected because of the Coronavirus Aid, Relief and Economic Security Act (CARES Act). Seventeen projects have been awarded for construction and eleven of those have been completed. The program is expected to be completed by June 2026.

During the 2022 legislative session, Governor Parson recommended, and the legislature passed, an additional $75.0 million of General Revenue funds for the Transportation Cost-Share Program. The Department received 41 applications requesting $150.4 million in funds. Twenty-eight projects were awarded funding by the Commission in January 2023. Thirteen projects have been awarded for construction and six of those has been completed. The program is expected to be completed by June 2028.

Taney County Route 86 Long Creek Bridge project over Table Rock Lake will replace the existing Route 86 bridge, which has had to be closed periodically due to its condition. The project has a budget of $66.5 million and will be completed by September 2025.

The Chester Bridge over the Mississippi River is being replaced. A design-build team was selected in March of 2023. The project's budget is $307.0 million. Construction started in early September of 2023 with an expected completion date set for December 2026.

The Chain of Rocks Bridge carrying I-270 over the Mississippi River in St. Louis is a border bridge partnership with the state of Illinois leading the project. The project improves an interchange and replaces the obsolete river bridge. This project has an anticipated budget of $532.0 million with MoDOT's share being $225.0 million and has an expected completion date of the fall of 2026.

The I-55 Project will make pavement and bridge improvements on I-55 from Route M to one mile south of US 67. The project will add a third lane to northbound and southbound I-55 from Route Z to US 67 and will make operations and safety improvements on US 67 between US 61 and Buck Creek Road. Within the project limits, 14 bridges will be replaced, 12 bridges will be rehabilitated and one new bridge will be added. The contract amount is $206.0 million, and the project was awarded in July 2023. Construction began in February 2024 and the project is expected to be completed by December 2026.

The Northwest Bridge Bundle project will improve 31 poor condition bridges in seven of the 20 Northwest District counties. The project has a budget of $30.0 million, was awarded in December 2023 and is expected to be completed by December 2026.

The Safety Improvements Project in the St. Louis District will reduce fatal and serious injury crashes on roads in Jefferson County, St. Louis County and St. Louis City by making targeted safety improvements to roads. The project has an estimated budget of $52.0 million, was awarded in January 2024, and has an anticipated completion date of June 2026.

While not a part of the General Revenue funded segment of the Improve I-70 Program, the Improve I-70 Kansas City Design-Build Project will be done in conjunction with the Improve I-70 Program projects. This project provides corridor improvements on I-70 from the Paseo Boulevard to US 40/31st Street, in western Jackson County. The project includes safety and reliability improvements; replacement or rehabilitation of worn out infrastructure, including pavement and bridges; and upgrades to accessibility and connectivity for the local community. The project has a budget of $237.0 million. The project was awarded in August 2024 and has an expected completion date of Spring 2028.

The Kaysinger Basin Bridge Bundle project will improve 20 poor condition bridges in seven counties in the Southwest District. The project was awarded in March 2025 and has a budget of $38.0 million. The project is expected to be completed by November 2027.

As part of the fiscal year 2025 budget, the General Assembly and the Governor approved a total of $577.5 million to improve the I-44 corridor or the Forward 44 Program. Of the total amount, $213.75 million of General Revenue comes in the form of cash and spending authority. An additional $363.75 million of bonding authority was provided with debt service to be paid from General Revenue. Bond proceeds are not to exceed $363.75 million, annual debt service payments are not to exceed $44.0 million annually and the term of any bonds issued should not exceed 10 years. These funds will address some of the most critical improvements needed in the corridor.

The Greene County Route I-44 project includes replacing pavement and widening I-44 to 6 lanes between Missouri Route 13 (Kansas Expressway) to east of Route 65 including resurfacing existing lanes between Route 266 (Chestnut Expressway) to east of Route 160 (West Bypass). The project includes five individual projects bundled together with a total budget of $70.8 million. One of the projects is funded with cash from the Forward 44 Program. These projects were awarded in January 2025 and are expected to be completed by May 2027.

The Clinton Route I-35 project replaces pavement from north of Shoal Creek to north of Route 116 near Lathrop. The project has a budget of $42.2 million. This project was awarded in November 2024 and is expected to be completed by September 2026.

In fiscal year 2025, the Department like other entities continue to be impacted by increased costs as a result of inflation which is impacting products utilized in daily maintenance operations. This past fiscal year, the Department began to see construction project bid amounts be closer to budgeted amounts unlike what was seen in fiscal years 2024, 2023 and 2022, where construction project bid amounts, and, subsequent awards, exceeded the budgeted amounts. The Department has successfully used a variety of innovations, which focus on getting the most value for each tax dollar, to minimize the impacts of rising costs. These innovations include:

- practical design, governed by three ground rules – safety, communication and quality – delivers "good" projects everywhere, instead of "perfect" projects somewhere;
- value engineering, a systematic process to review and provide recommendations to improve value while addressing the project's purpose and need;
- alternate bidding of materials on specific projects;
- design-build procurement;
- alternate technical concepts allowing the bidder to propose design changes with bid submittal; and
- packaging of bids to increase competition among bidders.

The Department is recognized nationally by other departments of transportation for its performance management system and practical design efforts. In fact, the Federal Highway Administration has acknowledged the Department's performance management system as a noteworthy practice because it achieves accountability and transparency, aligns performance measures and strategic goals and is an outcome-based performance management tool.

Even with the use of the tools listed above, because of inflation, the schedules for more than 216 projects needed to be adjusted in the 2025-2029 STIP. The total inflation impact to the 2025-2029 STIP totaled $148 million, a significant reduction from the $1.2 billion impact to the 2024-2028 STIP.

CAPITAL ASSETS AND LONG-TERM OBLIGATION ADMINISTRATION

Capital Assets

The Department's investment in capital assets for its governmental activities as of June 30, 2025, totals $64.4 billion, with accumulated depreciation of $29.1 billion and a net value of $35.3 billion. The net value represents an increase of $1.3 billion from fiscal year 2024 (as restated), compared to an increase of $1.0 billion in 2024 (as restated) from 2023 (as restated). These assets are summarized in the table below. Additional information about the Department's capital assets is presented in the Notes to the Financial Statements.

(Amounts in millions)

	2025	2024 (as restated)	2023 (as restated)	Percent Change 2025-2024
Land and permanent easements	$ 2,646	$ 2,644	$ 2,641	0.1%
Equipment in progress	35	15	---	133.3
Software in progress	1	4	2	(75.0)
Construction in progress	79	61	52	29.5
Infrastructure in progress	4,200	3,568	2,861	17.7
Land improvements	7	8	9	(12.5)
Land, right to use	1	1	1	---
Buildings	143	144	148	(0.7)
Buildings, right to use*	2	---	1	---
Software	4	3	5	33.3
Software, right to use	4	6	---	(33.3)
Vehicles and equipment	314	285	268	10.2
Vehicles and Equipment, right to use*	---	---	---	---
Temporary easements	4	5	4	(20.0)
IT infrastructure, right to use	3	4	25	(25.0)
Infrastructure	27,870	27,232	26,945	2.3
Total	$35,313	$ 33,980	$ 32,962	3.9%

*Due to rounding, vehicles and equipment, right to use and buildings, right to use do not show on this table.

As provided by generally accepted accounting principles (GAAP), the Department records its infrastructure assets at actual or estimated historical cost. Included in infrastructure are 33,814 miles of highways and 10,427 bridges and culverts that the Department is responsible for maintaining.

The STIP sets the specific construction projects the Department will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, enhancements and other projects. The program, updated annually, is dynamic with adjustments made to project plans during the life of the STIP based on needs and goals of the Department. The Commission approves amendments during the fiscal year as circumstances require.

Long-Term Obligation Administration

The following table presents a summary of the Department's long-term obligations for governmental activities. Additional information about the Department's long-term obligations is presented in the Notes to the Financial Statements.

(Amounts in millions)	2025	2024 (as restated)	2023	Percent Change 2025-2024
State road bonds	$ 1,128	$ 1,506	$ 1,483	(25.1)%
Premium on bonds	38	58	73	(34.5)
Advances from other entities	45	40	27	12.5
Lease obligations	6	6	30	---
Subscription obligations	2	4	---	(50.0)
Compensated absences	74	73	39	1.4
Other liabilities	1	1	1	---
Total obligations	1,294	1,688	1,653	(23.3)
Current portion of obligations	429	428	268	0.2
Total noncurrent obligations	$ 865	$ 1,260	$ 1,385	(31.3)%

The Department's total noncurrent obligations, excluding pending self insurance claims, incurred but unreported claims, pension and other postemployment benefit obligations decreased $395.0 million from 2024 (as restated), compared to a decrease of $124.7 million in 2024 (as restated) from 2023. At the end of the current fiscal year, state road bonds total $1.1 billion, or 87.2 percent, of the total obligations. Revenues collected under Article IV, Section 30(a) and (b) of the Missouri Constitution, revenues collected from federal highway reimbursements and appropriations of General Revenue made by the legislature are used for the repayment of bonds. These revenues are state highway user fees, including fuel taxes, sales taxes, licenses and fees and federal highway reimbursements. Principal payments are due on various dates through fiscal year 2033.

The notes issued balance in the table above is for a loan from the Missouri Transportation Finance Corporation (MTFC). The MTFC loan was used to replace the Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge and for the Climbing Lanes at Mineola Hill project. Principal payments on the current loan disbursement amount of $44.7 million are due in fiscal years 2026 through 2029.

At the end of fiscal year 2025, the Department had $6.2 million and $2.1 million in obligations for leasing and subscription-based information technology arrangements, respectively. Principal payments are due on various dates through fiscal year 2050.

RECENT EVENTS AND FUTURE BUDGETS

The Department's fiscal year 2025 budget for all funds was approved by the Legislature in May 2025 and signed into law by the Governor in June 2025. The fund level is the legal level of control for the State Road Fund, with approval of the State Road Fund budget by the Commission. The Commission approved the budget for all funds in June 2025, with a total spending plan of $7.6 billion.

The fiscal year 2025 budget is less than the fiscal year 2024 budget by $613.4 million. During the 2025 legislative session, the legislature proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the legislature reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The legislature did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. The Department will need to request supplemental appropriations totaling $642.7 million in fiscal year 2026 to be able to pay employees and pay for construction projects for the entire fiscal year. The budget approved by the Commission in June did not include the Federal Road Fund appropriations. The rest of the reduction in the budget is a result of completed projects. Program funds over the next several years will continue to focus on taking care of the existing transportation system with several targeted investments.

Annually, the Department prepares a financial forecast that is used to develop its STIP. MoDOT's 2026-2030 STIP presents a multi-year plan that uses available cash balances to meet current federal funding investment levels and includes any General Assembly designated and funded projects approved by the Governor. With fewer general assembly designated and funded projects approved this fiscal year, the result is a decrease in construction awards. The funds available will be focused primarily on maintaining the current transportation system with several targeted investments. The financial forecast will be refreshed in the fall and will determine the projected awards for the upcoming years.

ECONOMIC CONDITIONS

The current economic environment presents government entities, including state transportation departments, with challenges. The National and Missouri's economy was interrupted in the spring of 2020 because of a global pandemic. The global pandemic resulted in many citizens that were not serving in critical functions being asked to shelter in place. The economy has rebounded and normalized some in fiscal years 2021 through 2025; however, in fiscal year 2023, the economy saw significant inflation. In fiscal years 2024 and 2025, the economy still saw some inflation, but it was not as significant and was in more normal expected ranges. Consumer confidence decreased in fiscal year 2025, which indicates that consumers are less optimistic about the economy than they were last year. The unemployment rate in Missouri increased in 2025, but continues to be relatively low. The 2025 state fuel tax receipts are more than collections in 2024, the year with the highest collections, because of the continued implementation of the new fuel tax. The bidding environment for fiscal year 2025 was better than it has been in recent years. Overall, construction prices did not continue to increase significantly, and, because of better estimating, award prices came in below the programmed amounts for construction projects. During the previous five fiscal years, 2021-2025, 2,080 highway and bridge construction projects estimated at $7.8 billion were awarded for $8.1 billion, a 4.4 percent difference. By comparison, the fiscal year 2024 construction projects were estimated at $2.616 billion and were awarded at $2.514 billion, a negative 3.9 percent difference.

CONTACTING THE DEPARTMENT'S FINANCIAL MANAGEMENT

This financial report is designed to provide the Missouri Department of Transportation's interested parties, including citizens, taxpayers, customers, investors and creditors, with a general overview of the Department's finances and to demonstrate the Department's accountability for the money it receives. Questions about this report or requests for additional financial information should be addressed to the Missouri Department of Transportation, Financial Services Division, P.O. Box 270, Jefferson City, MO 65102. This report is also included in the Report to the Joint Committee on Transportation Oversight and is available on the Department's website at www.modot.org.

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Government-wide Financial Statements

Statements of Net Position

June 30, 2025 and 2024

	Governmental Activities	
	2025	2024 (as restated)
Assets		
Current assets		
Cash and cash equivalents	$ 288,490,174	$ 428,373,977
Investments	1,812,300,583	1,604,030,226
Restricted cash and investments	200,000	200,000
State taxes and fees receivables	206,509,940	212,909,326
Federal government receivables	100,955,868	118,821,651
Interest receivable	12,006,963	10,904,692
Miscellaneous receivables, net	85,987,587	75,263,166
Lease receivable	583,934	635,961
Loans receivable	87,231	117,897
Inventories	58,094,305	53,088,761
Prepaid rents	2,927,465	2,245,885
Total current assets	2,568,144,050	2,506,591,542
Noncurrent assets		
Investments	59,192,863	97,053,255
Lease receivable	1,657,432	2,586,540
Loans receivable	84,584	171,815
Capital assets		
Assets not being depreciated	6,961,940,378	6,291,809,089
Assets being depreciated, net	28,351,388,557	27,688,661,935
Total noncurrent assets	35,374,263,814	34,080,282,634
Total assets	37,942,407,864	36,586,874,176
Deferred Outflows of Resources		
Bond refunding	687,095	2,064,414
Pension related items	328,491,847	328,125,704
Other postemployment benefits obligation	51,843,136	77,881,235
Asset retirement obligations	51,000	44,000
Total deferred outflows of resources	381,073,078	408,115,353
Liabilities		
Current liabilities		
Accounts payable	214,077,288	150,108,278
Accrued payroll	33,059,268	31,708,623
Accrued interest payable	9,139,168	12,278,375
Deposits	1,413,672	1,593,182
Unearned revenue	64,104,142	53,960,431
Pending self insurance claims	20,119,000	19,864,000
Incurred but not reported claims	20,446,000	17,244,000
Other postemployment benefits obligation	18,800,000	17,560,000
Financing and other obligations	428,727,359	428,282,790
Total current liabilities	809,885,897	732,599,679
Noncurrent liabilities		
Pending self insurance claims	50,051,533	48,668,083
Incurred but not reported claims	22,255,000	18,484,000
Net pension liability	798,398,557	891,638,345
Other postemployment benefits obligation	348,658,196	359,426,149
Financing and other obligations	864,943,695	1,259,941,440
Total noncurrent liabilities	2,084,306,981	2,578,158,017
Total liabilities	2,894,192,878	3,310,757,696
Deferred Inflows of Resources		
Deferred bond refunding	---	57,881
Lease revenues	2,241,366	3,222,501
Pension related items	187,821,067	127,170,525
Other postemployment benefits obligation	391,216,161	504,068,175
Total deferred inflows of resources	581,278,594	634,519,082
Net Position		
Net investment in capital assets	34,294,474,241	32,719,580,481
Restricted for:		
Internal service fund requirements set by legislation	200,000	200,000
Highways and transportation	553,335,229	329,932,270
Total net position	$ 34,848,009,470	$ 33,049,712,751

The notes to the financial statements are an integral part of these statements.

Statements of Activities

Years Ended June 30, 2025 and 2024

	Governmental Activities	
	2025	2024 (as restated)
Transportation Program Expenses		
Administration	$ 8,423,494	$ 8,863,612
Fleet, facilities and information systems	38,788,250	35,360,406
Safety and operations	461,198,101	429,699,250
Program delivery	314,868,392	268,804,638
Multimodal operations	181,071,836	123,886,669
Interest	55,569,926	61,328,819
Other state agencies	312,578,936	302,382,891
Self insurance	32,693,356	31,067,564
Medical and life insurance	162,685,314	146,794,249
Pension	118,499,076	110,689,883
Other postemployment benefits	(76,532,730)	(58,116,409)
Depreciation	687,486,696	666,038,863
Total transportation program expenses	2,297,330,647	2,126,800,435
Transportation Program Revenues		
Charges for services		
Licenses, fees and permits	342,648,678	332,184,648
Intergovernmental/cost reimbursements/miscellaneous	113,339,342	136,076,948
Interest	(110,411)	356,296
Member insurance premiums	36,583,526	34,834,442
Total charges for services	492,461,135	503,452,334
Federal government		
American Recovery and Reinvestment Act	8,683,419	9,654,118
Operating	126,035,904	93,240,507
Capital	1,467,904,324	1,420,420,361
Total federal government	1,602,623,647	1,523,314,986
Total transportation program revenues	2,095,084,782	2,026,767,320
Net expense of transportation program revenues	(202,245,865)	(100,033,115)
General Revenues		
Fuel taxes	799,349,640	737,885,844
Sales taxes	474,332,341	474,947,662
Unrestricted investment earnings (loss)	117,745,272	105,928,979
Donated assets	54,708,066	23,459,214
State appropriations	555,926,467	309,158,937
Gain on lease modification	---	116
Loss on sale of capital assets	(1,519,202)	(8,731,094)
Total general revenues	2,000,542,584	1,642,649,658
Changes in Net Position	1,798,296,719	1,542,616,543
Net Position, beginning of year, as previously reported	33,049,712,751	31,576,276,910
Restatement of net position	---	(69,180,702)
Net Position, beginning of year, as restated	33,049,712,751	31,507,096,208
Net Position, end of year	$34,848,009,470	$33,049,712,751

The notes to the financial statements are an integral part of these statements.

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Fund Financial Statements

Balance Sheets
Governmental Funds
June 30, 2025 and 2024

	2025				
	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
Assets					
Cash and cash equivalents	$ 1,962,055	$ 229,537,105	$ 15,572,731	$ 25,161,382	$ 272,233,273
Investments	16,320,982	1,570,115,466	129,538,411	20,486,761	1,736,461,620
State taxes and fees receivables	163,528,498	24,508,363	17,640,026	833,053	206,509,940
Federal government receivables	---	92,642,411	---	8,313,457	100,955,868
Interest Receivable	372,553	10,038,082	1,052,218	203,040	11,665,893
Miscellaneous receivables, net	5,764,973	66,707,318	---	11,083,047	83,555,338
Lease receivable	---	2,241,366	---	---	2,241,366
Loans receivable	---	---	---	171,815	171,815
Due from other funds	---	---	---	---	---
Inventories	---	58,094,305	---	---	58,094,305
Prepaid rents	---	2,927,465	---	---	2,927,465
Total assets	$ 187,949,061	$ 2,056,811,881	$163,803,386	$ 66,252,555	$ 2,474,816,883
Liabilities, Deferred Inflows of Resources and Fund Balances					
Liabilities					
Accounts payable	$ 3,938,174	$ 190,557,813	$ ---	$ 19,434,774	$ 213,930,761
Accrued payroll	10,960,252	21,918,660	---	180,356	33,059,268
Deposits	---	1,413,672	---	---	1,413,672
Unearned revenue	---	54,736,643	---	1,473,893	56,210,536
Due to other funds	---	---	---	---	---
Total liabilities	14,898,426	268,626,788	---	21,089,023	304,614,237
Deferred Inflows of Resources					
Lease revenues	---	2,241,366	---	---	2,241,366
Unavailable revenues	5,689,023	16,646,288	142,912	---	22,478,223
Total deferred inflows of resources	5,689,023	18,887,654	142,912	---	24,719,589
Fund balances					
Nonspendable – inventories and prepaid rent	---	61,021,770	---	---	61,021,770
Unassigned	---	---	---	(470,393)	(470,393)
Restricted – highways and transportation	167,361,612	1,708,275,669	163,660,474	45,633,925	2,084,931,680
Total fund balances	167,361,612	1,769,297,439	163,660,474	45,163,532	2,145,483,057
Total liabilities, deferred inflows of resources and fund balances	$ 187,949,061	$ 2,056,811,881	$163,803,386	$ 66,252,555	$ 2,474,816,883

The notes to the financial statements are an integral part of these statements.

2024				
State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
$ 2,401,117	$ 363,480,120	$ 23,265,264	$ 17,061,605	$ 406,208,106
11,685,687	1,434,870,726	104,711,985	17,263,965	1,568,532,363
153,666,485	32,877,032	24,990,811	1,374,998	212,909,326
---	113,400,057	---	5,421,594	118,821,651
441,439	8,773,469	1,132,362	142,627	10,489,897
4,843,525	59,830,648	---	6,763,040	71,437,213
---	3,222,501	---	---	3,222,501
---	---	---	289,712	289,712
---	111,005	---	---	111,005
---	53,088,761	---	---	53,088,761
---	2,245,885	---	---	2,245,885
$ 173,038,253	$ 2,071,900,204	$ 154,100,422	$ 48,317,541	$ 2,447,356,420
$ 3,726,060	$ 134,181,518	$ ---	$ 12,185,502	$ 150,093,080
9,863,856	21,665,191	---	179,576	31,708,623
---	1,593,182	---	---	1,593,182
---	44,361,345	---	1,731,688	46,093,033
---	---	---	111,005	111,005
13,589,916	201,801,236	---	14,207,771	229,598,923
---	3,222,501	---	---	3,222,501
4,225,262	20,564,718	212,730	32,000	25,034,710
4,225,262	23,787,219	212,730	32,000	28,257,211
---	55,334,646	---	---	55,334,646
---	---	---	(31,999)	(31,999)
155,223,075	1,790,977,103	153,887,692	34,109,769	2,134,197,639
155,223,075	1,846,311,749	153,887,692	34,077,770	2,189,500,286
$ 173,038,253	$ 2,071,900,204	$ 154,100,422	$ 48,317,541	$ 2,447,356,420

The notes to the financial statements are an integral part of these statements.

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Reconciliation of the Governmental Funds Balance Sheets to the Statements of Net Position

Governmental Funds

June 30, 2025 and 2024

	Total	
	2025	2024 (as restated)
Fund balances – total governmental funds	$ 2,145,483,057	$ 2,189,500,286
Amounts reported for governmental activities in the statements of net position are different because:		
Capital assets, net of accumulated depreciation of $29,051,861,603 and $28,511,441,011 in 2025 and 2024 (as restated), respectively, used in governmental activities are not financial resources, and therefore, are not reported in the funds.	35,313,328,935	33,980,471,024
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred outflows of resources, are not reported in the funds.	687,095	2,064,414
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred inflows of resources, are not reported in the funds.	---	(57,881)
Some revenue will be collected after the availability period and is deferred in the fund statements; however, it is recognized in the government-wide statements.	22,478,223	25,034,710
Internal service funds are used by management to charge the costs of certain activities to individual funds. The assets and liabilities of the internal service funds are included only in the statements of net position.		
Medical and life insurance plan	28,600,542	34,633,464
Self insurance plan	4,845,086	12,381,594
Certain changes in the net pension liability, other postemployment benefits liability and asset retirement obligations are amortized over time and are not reported in the funds.		
Net pension liability	140,670,780	200,955,179
Other postemployment benefits obligations	(339,373,025)	(426,186,940)
Asset retirement obligations	51,000	44,000
Certain liabilities, including bonds payable, are not due and payable in the current period, and, therefore, are not reported in the funds.		
Financing and other obligations	(1,293,671,054)	(1,688,224,230)
Net pension liability	(798,398,557)	(891,638,345)
Other postemployment benefits obligations	(367,458,196)	(376,986,149)
Accrued interest payable	(9,139,168)	(12,278,375)
Arbitrage payable	(95,248)	---
Total net position – governmental activities	$ 34,848,009,470	$ 33,049,712,751

The notes to the financial statements are an integral part of these statements.

Statements of Revenues, Expenditures and Changes in Fund Balances

Governmental Funds

Years Ended June 30, 2025 and 2024

	2025				
	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
Revenues					
Fuel taxes	$ 798,972,913	$ 114,488	$ ---	$ 262,239	$ 799,349,640
Sales taxes	2,194,701	227,189,552	233,367,486	11,580,602	474,332,341
Licenses, fees and permits	223,312,758	115,674,646	---	3,661,274	342,648,678
Intergovernmental/cost reimbursements/miscellaneous	6,188,787	92,268,669	---	2,595,673	101,053,129
Investment earnings	2,583,183	96,930,091	8,946,430	1,240,314	109,700,018
American Recovery and Reinvestment Act	---	3,017,597	5,665,822	---	8,683,419
State government	---	173,874,598	---	382,051,869	555,926,467
Federal government	---	1,472,478,443	---	126,067,904	1,598,546,347
Total revenues	1,033,252,342	2,181,548,084	247,979,738	527,459,875	3,990,240,039
Expenditures					
Administration	---	62,657,022	---	---	62,657,022
Fleet, facilities and information systems	---	51,312,588	---	---	51,312,588
Safety and operations	---	562,297,883	---	27,305,962	589,603,845
Program delivery	---	364,236,764	---	13,629,153	377,865,917
Multimodal operations	---	911,229	---	182,022,920	182,934,149
Capital outlay	2,155,239	1,854,976,187	---	115,391,373	1,972,522,799
Debt service - principal	1,803,406	199,662,228	189,180,000	---	390,645,634
Debt service - interest	200,615	28,155,426	49,026,956	---	77,382,997
Other state agencies	350,280,809	---	---	---	350,280,809
Total expenditures	354,440,069	3,124,209,327	238,206,956	338,349,408	4,055,205,760
Excess of revenues over (under) expenditures	678,812,273	(942,661,243)	9,772,782	189,110,467	(64,965,721)
Other Financing Sources (Uses)					
Notes issued	---	13,276,025	---	---	13,276,025
Bonds issued	---	---	---	---	---
Premium on bonds	---	---	---	---	---
Leases	2,155,239	---	---	---	2,155,239
SBITAs	---	150,172	---	---	150,172
Capital asset sales	---	5,367,056	---	---	5,367,056
Transfers in	---	846,853,680	---	11,271,960	858,125,640
Transfers out	(668,828,975)	---	---	(189,296,665)	(858,125,640)
Total other financing sources (uses)	(666,673,736)	865,646,933	---	(178,024,705)	20,948,492
Net Changes in Fund Balances	12,138,537	(77,014,310)	9,772,782	11,085,762	(44,017,229)
Fund Balances, beginning of year	155,223,075	1,846,311,749	153,887,692	34,077,770	2,189,500,286
Fund Balances, end of year	$ 167,361,612	$ 1,769,297,439	$163,660,474	$ 45,163,532	$ 2,145,483,057

The notes to the financial statements are an integral part of these statements.

2024				
State Highways and Transportation Department Fund (as restated)	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds (as restated)
$ 737,587,443	$ 100,672	$ ---	$ 197,729	$ 737,885,844
2,290,334	226,950,174	233,159,776	12,547,378	474,947,662
218,157,821	111,297,590	---	2,729,237	332,184,648
4,592,870	106,410,797	---	2,804,273	113,807,940
2,812,979	82,897,236	11,195,328	809,477	97,715,020
---	4,842,230	4,811,888	---	9,654,118
---	24,140,295	---	285,018,642	309,158,937
---	1,423,644,246	---	93,208,507	1,516,852,753
965,441,447	1,980,283,240	249,166,992	397,315,243	3,592,206,922
---	60,870,207	---	---	60,870,207
---	48,052,286	---	---	48,052,286
---	531,052,191	---	26,526,908	557,579,099
---	328,192,013	---	4,882,983	333,074,996
---	1,361,936	---	124,403,601	125,765,537
137,159	1,676,090,620	---	56,268,216	1,732,495,995
1,620,824	180,387,844	191,830,000	---	373,838,668
223,495	20,058,780	71,167,867	---	91,450,142
335,911,880	---	---	---	335,911,880
337,893,358	2,846,065,877	262,997,867	212,081,708	3,659,038,810
627,548,089	(865,782,637)	(13,830,875)	185,233,535	(66,831,888)
---	25,304,085	---	---	25,304,085
---	381,610,000	---	---	381,610,000
---	9,288,971	---	---	9,288,971
137,159	---	---	---	137,159
---	5,681,036	---	---	5,681,036
---	5,977,010	---	---	5,977,010
---	793,182,728	---	---	793,182,728
(611,564,740)	---	---	(181,617,988)	(793,182,728)
(611,427,581)	1,221,043,830	---	(181,617,988)	427,998,261
16,120,508	355,261,193	(13,830,875)	3,615,547	361,166,373
139,102,567	1,491,050,556	167,718,567	30,462,223	1,828,333,913
$ 155,223,075	$ 1,846,311,749	$153,887,692	$ 34,077,770	$ 2,189,500,286

The notes to the financial statements are an integral part of these statements.

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Reconciliation of the Governmental Funds Statements of Revenues, Expenditures and Changes in Fund Balances to the Statements of Activities

Years Ended June 30, 2025 and 2024

	2025	2024 (as restated)
Net changes in fund balances – total governmental funds	$ (44,017,229)	$ 361,166,373
Amounts reported for governmental activities in the statements of activities are different because:		
Governmental funds report capital outlays as expenditures; however, in the statements of activities, the costs of those assets are allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays and donated assets ($2,027,230,865 and $1,757,955,209 for 2025 and 2024 (as restated), respectively) exceed depreciation ($687,486,696 and $666,038,863 (as restated) for 2025 and 2024, respectively) in the current period.	1,339,744,169	1,089,916,346
In the statements of activities, only the gain (loss) on the sale of the assets is reported, whereas, in the governmental funds, the proceeds from the sale increase financial resources. Thus, the change in net position differs from the change in fund balance by the book value of the assets sold.	(6,886,258)	(14,709,533)
Certain revenues in the statements of activities that do not provide current financial resources are not reported as revenues in the governmental funds.	(2,556,487)	12,527,730
Certain pension related expenses, not applicable to the current period, are reported as deferred outflows of resources in the government-wide financial statements.	151,454,465	157,822,968
Certain OPEB related expenses, not applicable to the current period, are reported as deferred outflows of resources in the government-wide financial statements.	19,809,138	17,934,078
Proceeds from the issuance of long-term debt provides current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statement of net position. Repayment of principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position.		
Principal repayments	390,645,634	373,838,668
Lease modifications	---	1,545
Bonds issued	---	(381,610,000)
Notes payable issued	(13,276,025)	(25,304,085)
Leases issued	(2,155,239)	(137,159)
SBITAs issued	(150,172)	(5,681,036)
Bond premium	---	(9,288,971)
Some expenses reported in the statements of activities do not require the use of current financial resources, and, therefore, are not reported as expenditures in the governmental funds.		
Compensated absences	(893,323)	1,526,799
Interest expense recognition	21,813,070	30,121,323
Claims and judgments	(80,000)	---
Pension expense	(118,499,076)	(110,689,883)
Other postemployment benefits obligations	76,532,730	58,116,409
Pollution remediation obligations	---	(2,593)
The elimination of a note payable that was previously recorded	476,000	---
Arbitrage payable	(95,248)	---
Internal service funds are used by management for the medical and life insurance plan and the self insurance plan. The net revenue (expense) of certain internal service funds is reported with governmental activities.		
Medical and life insurance plan	(6,032,922)	(7,191,199)
Self insurance plan	(7,536,508)	(5,741,237)
Changes in net position – governmental activities	$ 1,798,296,719	$ 1,542,616,543

The notes to the financial statements are an integral part of these statements.

Statements of Net Position

Proprietary Funds

June 30, 2025 and 2024

	Internal Service Funds	
	2025	2024
Assets		
Current assets		
Cash and cash equivalents	$ 16,256,901	$ 22,165,871
Investments	75,838,963	35,497,863
Restricted investments	200,000	200,000
Interest receivable	341,070	414,795
Miscellaneous receivables	2,432,249	3,825,953
Total current assets	95,069,183	62,104,482
Noncurrent assets		
Investments	59,192,863	97,053,255
Total noncurrent assets	59,192,863	97,053,255
Total assets	154,262,046	159,157,737
Liabilities		
Current liabilities		
Accounts payable	51,279	15,198
Unearned revenue	7,893,606	7,867,398
Pending self insurance claims	20,119,000	19,864,000
Incurred but not reported claims	20,446,000	17,244,000
Total current liabilities	48,509,885	44,990,596
Noncurrent liabilities		
Pending self insurance claims	50,051,533	48,668,083
Incurred but not reported claims	22,255,000	18,484,000
Total noncurrent liabilities	72,306,533	67,152,083
Total liabilities	120,816,418	112,142,679
Net Position		
Restricted net position	200,000	200,000
Unrestricted net position	33,245,628	46,815,058
Total net position	$ 33,445,628	$ 47,015,058

The notes to the financial statements are an integral part of these statements.

Statements of Revenues, Expenses and Changes in Net Position

Proprietary Funds

Years Ended June 30, 2025 and 2024

	Internal Service Funds	
	2025	2024
Operating Revenues		
Self insurance premiums		
Highway workers' compensation	$ 9,000,000	$ 9,000,000
Highway patrol workers' compensation	3,000,000	3,000,000
Highway fleet vehicle liability	3,000,000	3,000,000
Highway general liability	4,000,003	4,000,000
Medical insurance premiums		
State	107,953,031	95,566,359
Member	36,583,526	34,834,442
Other	10,126,009	7,306,091
Total operating revenues	173,662,569	156,706,892
Operating Expenses		
Self insurance programs		
Highway workers' compensation	7,680,749	5,988,988
Highway patrol workers' compensation	3,166,196	3,031,185
Highway fleet vehicle liability	1,855,225	2,019,894
Highway general liability	18,985,249	18,981,767
Other	1,005,937	1,045,730
Medical and life insurance program		
Insurance premiums	8,097,759	7,879,493
Medical benefits	110,717,661	99,125,199
Prescription drug benefits	31,118,887	30,684,893
Professional fees	386,847	648,677
Administrative services	12,364,160	8,455,987
Total operating expenses	195,378,670	177,861,813
Operating loss	(21,716,101)	(21,154,921)
Nonoperating Revenues		
Net appreciation and investment income	8,146,671	8,222,485
Total nonoperating revenues	8,146,671	8,222,485
Changes in Net Position	(13,569,430)	(12,932,436)
Net Position, beginning of year	47,015,058	59,947,494
Net Position, end of year	$ 33,445,628	$ 47,015,058

The notes to the financial statements are an integral part of these statements.

Statements of Cash Flows

Proprietary Funds

Years Ended June 30, 2025 and 2024

	Internal Service Funds	
	2025	2024
Cash Flows From Operating Activities		
Receipts from interfund services provided	$ 175,056,274	$ 156,476,615
Payments for interfund services used	(172,984,068)	(152,468,940)
Payments to suppliers	(13,720,863)	(10,216,153)
Net cash used in operating activities	(11,648,657)	(6,208,478)
Cash Flows From Investing Activities		
Proceeds from sale and maturities of investments	223,229,534	32,676,935
Purchases of investments	(221,226,113)	(31,105,251)
Interest received	3,866,973	3,796,142
Investment fees	(130,707)	(122,925)
Net cash provided by investing activities	5,739,687	5,244,901
Net increase (decrease) in cash and cash equivalents	(5,908,970)	(963,577)
Cash and Cash Equivalents, beginning of year	22,165,871	23,129,448
Cash and Cash Equivalents, end of year	$ 16,256,901	$ 22,165,871
Reconciliation of Operating Loss to Net Cash Used in Operating Activities		
Operating loss	$ (21,716,101)	$ (21,154,921)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities		
Receivables	1,393,705	(230,278)
Accounts and claims payable	8,647,531	14,968,170
Unearned revenue	26,208	208,551
Net cash used in operating activities	$ (11,648,657)	$ (6,208,478)
Noncash Items Impacting Recorded Assets		
Increase in fair value of investments	$ 4,484,131	$ 4,450,816

The notes to the financial statements are an integral part of these statements.

Statements of Fiduciary Net Position

Fiduciary Funds

June 30, 2025 and 2024

	Custodial Funds	
	2025	**2024**
Assets		
Cash and cash equivalents	$4,226,494	$3,589,980
Miscellaneous receivables, net	552,838	871,908
Total assets	$4,779,332	$4,461,888
Liabilities		
Deposits	$ 806,984	$ 167,117
Due to Non-MoDOT state funds	552,838	1,353,320
Due to other jurisdictions	3,419,510	2,941,451
Total liabilities	$4,779,332	$4,461,888
Net Position	$ ---	$ ---

The notes to the financial statements are an integral part of these statements.

Statements of Changes in Fiduciary Net Position

Fiduciary Funds

Years Ended June 30, 2025 and 2024

	Custodial Funds	
	2025	2024
Additions		
Licenses, fees and permit collections for other governments	$ 76,217,457	$ 82,404,492
Fuel taxes for other governments	45,976,238	48,483,625
Carrier refunds	3,103,478	4,950,982
Total additions	125,297,173	135,839,099
Deductions		
Licenses, fees and permit collections due to other governments	76,217,457	82,404,492
Fuel taxes due to other governments	45,976,238	48,483,625
Carrier refunds	3,103,478	4,950,982
Total deductions	125,297,173	135,839,099
Net increase (decrease) in Fiduciary Net Position	---	---
Net Position, beginning of year	---	---
Net Position, end of year	$ ---	$ ---

The notes to the financial statements are an integral part of these statements.

Notes to the Financial Statements

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Note 1: Summary of Significant Accounting Policies

The State Highway Department was created in 1913 to act as the agent of the state of Missouri (the state) for public roads. The State Highway Commission was created in 1921 with the passage of the Centennial Road Law and was charged with the administration of the network of connecting state highways, including their location, design, construction, and maintenance.

In 1979, Missouri voters passed a constitutional amendment merging the State Highway Department with the Department of Transportation. By statute, the resulting department was named the Missouri Highways and Transportation Department. The constitutional amendment gave the Highways and Transportation Commission (the MHTC or Commission) the authority over all state transportation programs and facilities. The Commission is a bipartisan body of six members appointed by the Governor, with the consent of the Senate, for a term of six years. In 1996, by legislative action, the Missouri Highways and Transportation Department became the Missouri Department of Transportation (MoDOT or Department).

In 2002, several functions from other state agencies were combined with MoDOT. This consolidation was the result of legislative action and the Governor's Executive Order, which created the "One-Stop Shop" for motor carrier services (MCS), railroad operators and over dimension and overweight permitting. In 2003, by Governor's Executive Order, the Division of Highway Safety was transferred from the Department of Public Safety to MoDOT. Legislation passed in 2014 to recognize that 2003 reorganization, transferring all the authority, powers, duties, and functions of the Division of Highway Safety relating to the motorcycle safety program, the driver improvement program, the ignition interlock program, and other state highway safety programs from the Department of Public Safety to the Commission and Department. In 2006, the unit that audits motor carrier operators was transferred to MoDOT from the Department of Revenue. This unit is responsible for auditing International Fuel Tax Agreement tax returns and International Registration Plan applications.

(A) Financial Reporting Entity

Governmental Accounting Standards Board (GASB) Statement 14, *The Financial Reporting Entity*, as amended by GASB Statements 39, 61, and 80, establishes the criteria to be used for defining primary governments, component units and related organizations. The Department does not meet the GASB's criteria to be reported as its own primary government or other stand-alone government and is part of the primary government of the state. Like other state agencies, the Department is included in the financial statements of the state. These financial statements report the funds from which MoDOT spends; therefore, these financial statements do not purport to, and do not present fairly the financial position of the State of Missouri and the changes in its financial position and cash flows, where applicable. The nonmajor Multimodal Fund includes only MoDOT appropriations from the state's General fund. The nonmajor MCS Federal Fund reports the activity of the Motor Carrier Safety Assistance Program.

Certain legally separate organizations are involved in transportation-related projects, such as the Missouri Transportation Finance Corporation (MTFC) and other transportation corporations. Although these organizations cooperate with the Department to meet their objectives and are included in the financial statements of the state as blended or discretely presented component units, they are not part of the Department's defined reporting entity.

The state's Annual Comprehensive Financial Report may be obtained by writing to the state of Missouri, Office of Administration, Division of Accounting, P. O. Box 809, Jefferson City, MO 65102, or may be accessed online at www.oa.mo.gov/acct.

(B) Government-wide and Fund Financial Statements

1. Government-wide Financial Statements

The government-wide statements of net position and statements of activities report the overall financial activities of the Department, except for fiduciary activities. Eliminations have been made to minimize the double-counting of internal activities. The financial activities of the Department consist only of governmental activities, which are primarily supported by state taxes and intergovernmental revenues.

The Department administers a single program – transportation. The statements of activities demonstrate the degree to which the direct expenses of that function are offset by program revenues. Direct expenses are those that are clearly identifiable with the function. Program revenues include (a) charges paid by the recipients of goods or services offered by the program and (b) grants and contributions that are restricted to meeting the operational or capital requirements of the program. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.

2. Fund Financial Statements

The fund financial statements provide information about the Department's funds, including its fiduciary funds. Separate statements for each fund category – governmental, proprietary and fiduciary – are presented. The emphasis of fund financial statements is on major governmental funds, each displayed in a separate column. All remaining governmental funds are aggregated and reported as nonmajor funds.

The Department reports the following governmental funds:

State Highways and Transportation Department Fund (Highway Fund) – This special revenue fund was established by Section 226.200, Revised Statutes of Missouri (RSMo.) to receive revenues derived from the use of state highways. This fund pays the costs incurred to collect that revenue, to administer and enforce any state motor vehicle laws or traffic regulations and to provide other related functions.

State Road Fund (Road Fund) – This special revenue fund was constitutionally established to receive monies from the state's motor vehicle sales tax, the federal government, transfers from the Highway Fund and other related revenues. Disbursements consist of costs incurred to construct, improve and maintain the state highway system and for debt service payments.

State Road Bond Fund – This debt service fund was constitutionally established to receive monies from the state's motor vehicle sales tax. Monies are used for the repayment of bonds issued by the Commission to fund the construction and reconstruction of the state highway system or for refunded bonds.

Nonmajor Funds – The remaining funds are considered nonmajor. They are special revenue funds, which account for grants and other resources whose use is restricted for a particular purpose.

The Department reports the following additional fund types:

Internal Service Funds – These proprietary funds account for the financing of services provided to other funds within the Department and other participating agencies on a cost-reimbursement basis. These funds are used to account for medical and life insurance coverage and self-insurance activities. Department activity comprises the majority of these funds. These funds are included in the government-wide statements by eliminating off-setting revenues and expenses.

Fiduciary Funds – Fiduciary funds are used to account for resources held for the benefit of parties outside the Department. These funds are not reflected in the government-wide financial statements because the resources of these funds are not available to support the Department's activities. These fiduciary funds account for monies held on behalf of various political subdivisions and other interested parties.

(C) Measurement Focus, Basis of Accounting and Financial Statement Presentation

1. Government-wide Financial Statements

The government-wide, proprietary and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Nonexchange transactions in which the Department gives (or receives) value without directly receiving (or giving) equal value in exchange include fuel taxes, sales taxes, Medicare Part D gap coverage federal subsidies, grants, entitlements and donations. On an accrual basis, revenues from fuel taxes and sales taxes are recognized in the fiscal year in which the underlying exchange transaction occurs. Revenues from Medicare Part D gap coverage, based on the current funding levels from the federal government, are recognized in the fiscal year in which the revenue-generating transactions occur. Because potential retroactive adjustments to the federal subsidies are not measurable, revenue impacts are recognized in the fiscal period in which adjustments are made by the federal government. Revenues from grants, entitlements and donations are recognized in the fiscal year in which all eligibility requirements imposed by the provider have been met.

2. Fund Financial Statements

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, all revenue sources are recognized when measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Department, consistent with the state of Missouri, considers revenues to be available if they are collected within 60 days of the end of the current fiscal year. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on general long-term debt, claims and judgments and compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds. Proceeds of general long-term debt and acquisitions under leases are recorded as other financing sources.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. The Department's operating revenues and expenses generally result from providing services in connection with the internal service funds' principal ongoing operations. The principal operating revenues are charges for insurance premiums. Operating expenses include self-insurance claims, benefits claims, insurance premiums and administrative expenses. Investment income is reported as nonoperating revenue.

When both restricted and unrestricted resources are available for use, it is the Department's policy to use restricted resources first, then unrestricted resources as needed.

Fiduciary funds report the custodial funds of the Department in accordance with GASB 84 *Fiduciary Activities.*

(D) Financial Statement Element Attributes

1. Cash and Cash Equivalents and Investments

Cash and cash equivalents and investments include:

- Cash
- Repurchase agreements, which are investments with original maturities of three months or less
- Pooled monies with the State Treasurer's Office

Repurchase agreements, certificates of deposit, and overnight commercial paper held by the State Treasurer's Office are reported at amortized cost. All other investments are reported at fair value.

2. Inventories

Inventories, primarily consisting of maintenance materials, are valued at cost using the weighted average method. Inventories are recorded in the governmental funds as expenditures when consumed rather than when purchased.

3. Interfund Transactions

The Department reports the following types of interfund transactions:

Interfund services provided and used – This consists of sales and purchases of goods and services between funds for a price approximating their external exchange value. Interfund services provided and used are reported as revenues in seller funds and as expenditures or expenses in purchaser funds. This internal activity is included in the government-wide statements by eliminating off-setting revenues and expenses.

Transfers – This consists of flows of assets (such as cash or goods) without equivalent flows of assets in return and without a requirement for repayment. In governmental funds, transfers are reported as other financing uses in the funds making transfers and as other financing sources in the funds receiving transfers.

4. Capital Assets

Capital assets, such as land, buildings, equipment and infrastructure assets, are reported at cost (or estimated historical cost) as governmental activities in the government-wide financial statements. Infrastructure assets are those assets that are normally immovable and of value to the citizens of the state of Missouri, such as roads, bridges, streets and sidewalks, drainage systems, lighting systems and similar items. The Department capitalizes assets with an expected useful life of more than one year with a cost greater than $5,000 for equipment and software and $15,000 for buildings and land improvements. No dollar threshold is set for land, easements and infrastructure. Donated capital assets are recorded at their acquisition value at the date of the donation.

Capital assets utilized in the governmental funds are recorded as expenditures in the governmental fund financial statements. Depreciation expense, including amortization of leased capital and intangible assets, is recorded in the government-wide financial statements.

Capital assets are depreciated or amortized on the straight-line method over the asset's estimated useful life. There is no depreciation recorded for land, permanent easements, software in progress, construction in progress, equipment in progress and infrastructure in progress. Generally, estimated useful lives are as follows:

Equipment and vehicles	1 to 20 years
Buildings and other improvements	10 to 50 years
Infrastructure	12 to 57 years
Software	5 years
Temporary Easements	3 years

5. Leasing Arrangements

The Department is a lessee for noncancellable leases of land, buildings, equipment and information technology (IT) infrastructure. The Department recognizes lease liabilities for contracts with $5,000 or more in total future lease payments. For arrangements where the Department is a lessee, a lease liability and a right to use (RTU) intangible asset are recognized at the commencement of the lease term. RTU assets represent the Department's right to use an underlying asset for the lease term and lease liabilities represent the Department's obligation to make lease payments arising from the lease. RTU assets and lease liabilities are recognized at the lease commencement date based on the estimated present value of lease payments over the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made and the RTU assets are amortized on a straight-line basis over its useful life.

The Department monitors changes in circumstances that would require a remeasurement of its leases and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. The associated assets are reported with capital assets and the lease liabilities are reported with long-term debt on the statement of net position.

Fund statements report an expenditure and other financing source in the period the lease is initially recognized. The expenditure and other financing source are measured as noted in the previous paragraph. Subsequent governmental fund lease payments are accounted for consistent with principles of debt service payments on long-term debt.

The Department is a lessor for noncancellable leases of building space and right of way land. For arrangements in which the Department is the lessor, a lease receivable and a deferred inflow of resources are recognized at the commencement of the noncancellable lease term on both the department-wide and fund statements. The lease receivable is measured at the present value of lease payments expected to be received during the lease term. The deferred inflows of resources are measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term related to future periods. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

The Department monitors changes in circumstances that would require a remeasurement of its leases and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

The Department uses the average interest rate from the Missouri Highways and Transportation Commission's outstanding bonds as of June 30 when the implicit rate in the lease is not known for all leases managed by the Department. For leases managed by other state agencies in the State Highways and Transportation Department Fund, the average interest rate of all outstanding bonds for the state of Missouri as of June 30 is used when the implicit rate is unknown. The Department includes lease extension and termination options in the lease term if, after considering relevant economic factors, it is reasonably certain the Department will exercise the option for all leases. The Department has not recognized RTU assets and lease liabilities for leases with terms 12 months or less.

6. Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, financial statements may report a separate section for deferred outflows of resources. Deferred outflows of resources consist of the consumption of net position that is applicable to a future reporting period and so will not be recognized as an outflow of resources until then. Deferred outflows of resources related to refunding long-term debt, certain pension and other postemployment benefits (OPEB) contributions, other pension and OPEB related deferrals and asset retirement obligations are reported in the statement of net position. The deferred bond refunding amount results from the difference in the carrying value of refunded debt and its reacquisition price and is amortized over the shorter of the life of the refunded or refunding debt. The deferrals related to pension and OPEB obligations include pension and OPEB contributions made to the plan between the measurement date of the pension and OPEB obligations and the end of the fiscal year, differences between projected and actual earnings on pension plan investments and the change in proportional share of MoDOT's participation in the plans. Asset

retirement obligations are reported as deferred outflows of resources to be recognized in future years as the disposal costs of nuclear gauges are incurred.

In addition to liabilities, financial statements may report a separate section for deferred inflows of resources. Deferred inflows of resources consist of the acquisition of net position that is applicable to a future reporting period and so will not be recognized as inflow of resources until then. Deferred inflows of resources in the fund financial statements are reported as receivables when the corresponding revenues are unavailable. Deferred inflows of resources include federal reimbursements, cost reimbursements, other miscellaneous receivables and leases. For the government-wide financial statements, deferred inflows of resources relate to certain changes in pension and OPEB obligations that are amortized over future periods. Pension-related items that impact deferred inflows of resources in the government-wide financial statements include changes in actuarial assumptions, investment income and demographic/economic assumptions. Other postemployment benefits items that affect deferred inflows of resources include changes in actuarial assumptions. Deferred inflows of resources presented in the government-wide financial statements also include gains on bond refundings amortized over the life of the bond, which is recognized in future periods, and leases.

7. Deposits and Unearned Revenue

Deposits consist of amounts held to ensure permit work, such as driveway installations, is completed to MoDOT specifications. Upon approval, the deposits are returned.

Unearned revenue consists of amounts collected in advance of the year in which earned. In the government-wide and governmental funds, local shares of project costs and property sales down-payments are held until work or contract completion. In the internal service funds, employee and employer medical insurance premiums received a month in advance are held for the subsequent month's coverage.

8. Compensated Absences

Under the Department's personnel policy, employees accrue 10 to 14 hours of annual leave, depending on years of service, and 10 hours of sick leave per month. Certain employees are also eligible to accrue up to 240 hours of compensatory time for unpaid overtime.

Employees had accrued annual leave and compensatory time totaling $40,279,209 and $39,255,931 as of June 30, 2025 and 2024 (as restated), respectively. These amounts are recorded in the government-wide financial statements.

Employees had accrued sick leave balances of $91,127,249 and $90,625,790 as of June 30, 2025 and 2024 (as restated), respectively. Of these amounts, $33,407,799 and $33,493,345, respectively, are considered more likely than not to be used for time off; therefore, these are recorded as liabilities in the government-wide financial statements.

In addition, shared leave and parental leave balances that are more likely than not to be used are also included in the compensated absences liability. As of June 30, 2025 and 2024 (as restated), shared leave liabilities totaled $27,831 and $35,109, respectively, while parental leave liabilities totaled $23,319 and $60,450, respectively. These balances are evaluated based on historical usage patterns and current policy provisions.

9. Bond Premiums, Discounts and Issuance Costs

In the government-wide financial statements, bond premiums and discounts are amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable bond premium or discount. Bond issuance costs are expensed when paid.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums on debt issuances are reported as other financing sources and discounts are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

10. Pollution Remediation Obligations

MoDOT estimates the components of expected pollution remediation activities and determines whether expected outlays for those components should be accrued as a liability and expensed or, if appropriate, capitalized. Pollution remediation obligations are measured at the current cost of future activities and are valued using the expected cash flow method, which measures the liability based on probability-weighted amounts. The determined liabilities could change over time due to changes in costs of goods and services, changes in remediation technology or changes in laws and regulations governing the remediation efforts.

11. Asset Retirement Obligations

The Department's financial statements reflect the accrual of asset retirement obligations. The Department's obligation to retire nuclear gauge capital assets totaled $51,000 and $44,000 as of June 30, 2025 and 2024, respectively. Nuclear gauges are used to measure physical properties of materials during construction projects. Nuclear density gauges are used to measure density of fill materials to ensure that the embankment, subgrade or other earthwork structures are built within specification to support its intended design load. The nuclear asphalt content gauges are used to determine asphalt content of our mixes to ensure contractor mixes meet design specification. All types of nuclear gauges have an anticipated useful life of 15 years.

12. Pensions

Pension-related expenses, liabilities, deferred outflows of resources and deferred inflows of resources have been determined on the same basis as they are reported by the MoDOT and Patrol Employees' Retirement System (MPERS). For this purpose, benefit payments are recognized when due and payable in accordance with the benefit term. Investments are reported at fair value.

13. Other Postemployment Benefits

Other postemployment benefit-related expenses, liabilities, deferred outflows of resources and deferred inflows of resources have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit term.

14. Fund Balances

In the fund financial statements, fund balances are displayed as follows:

Nonspendable – This consists of State Road Fund balances of $61,021,770 and $55,334,646 at June 30, 2025 and 2024, respectively, representing prepaid rent on leases and subscriptions and inventories held.

Unassigned – The deficit fund balance in the Multimodal Federal Fund totaling $470,393 as of June 30, 2025 consists of monies related to federal funds that have been provided by local entities specifically to be used for transit vehicles. The deficit fund balance in the Multimodal Federal Fund totaling $31,999 as of June 30, 2024 was related to the timing of expenditures and receipt of federal funds.

Restricted – This consists of fund balances that are legally restricted by outside parties or by law through constitutional provisions or enabling legislation. Total restricted fund balances of $2,084,931,680 and $2,134,197,639 at June 30, 2025 and 2024, respectively, were restricted by enabling legislation.

15. Net Position

In the government-wide and proprietary fund financial statements, net position is displayed as follows:

Net Investment in Capital Assets – This consists of capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes or other borrowings that are attributable to the acquisition, construction or improvement of those assets.

Restricted – This consists of assets that are legally restricted by outside parties or by law through constitutional provisions or enabling legislation. Total restricted net position at June 30, 2025 and 2024 (as restated), $553,535,229 and $330,132,270, respectively, were restricted by enabling legislation or by outside parties.

Unrestricted – This consists of the net amount of assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position. There is no unrestricted net position as of June 30, 2025 and 2024.

16. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues, expenses or expenditures and other changes in net position or fund balances during the reporting period. Actual results could differ from those estimates.

Note 2: Deposits and Investments

Cash and investments include amounts held by the State Treasurer's Office as required by the state constitution for all state funds of the primary government. Interest income earned on cash and investments in the State Treasury, as well as investment amounts, are allocated to the funds based on the respective investment and cash balances. In addition, cash and investments also include funds held in depository banks, as allowed by state statute.

By policy, investments may include linked deposits, certificates of deposit, commercial paper, bankers' acceptances, repurchase agreements and reverse repurchase agreements, U.S. Treasury obligations and federal agency securities. The Department's investments are reported at fair value. While the majority of the Department's investments are pooled in the State Treasury or with the Department of Revenue, a portion is held at banks outside the State Treasury. At June 30, 2025 and 2024, the Department's portfolio of non-pooled funds had $135,231,826 and $132,751,118, respectively, of uninsured, unregistered investments held in the Commission's or State's name.

At June 30, 2025 and 2024, the Department had cash on hand of funds held at the State Treasury of $231,494,925 and $362,425,571, respectively, and bank balances of $246,940,727 and $401,628,261, respectively. At June 30, 2025 and 2024, the Department had cash on hand with banks outside of the State Treasury of $61,221,743 and $69,538,386, respectively, and bank balances of $74,000,362 and $72,462,510, respectively.

Interest Rate Risk – The State Treasurer's Office policy states it will minimize the risk that the market value of investments will fall due to changes in general interest rates by maintaining an effective duration of less than 3.5 years and holding at least 30.0 percent of the portfolio's total market value in securities with a maturity of 12 months or less. MoDOT's policy for the investment portfolios of non-pooled funds states they are to be structured so securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to maturity. At June 30, 2025 and June 30, 2024, the total non-pooled investments of $82,000,117 and $124,193,622, respectively, were highly sensitive to interest rate changes because the investments are callable or subject to prepayment. The effective maturities are disclosed based on assumptions provided by the Department's investment advisor.

Credit Risk – The State Treasurer's Office policy states it will minimize the risk of loss due to the failure of a security issuer or backer by pre-approving financial institutions, companies, brokers and dealers and conducting regular credit monitoring and due diligence. MoDOT's policy for the investment portfolios of non-pooled funds states they are to be limited to the safest types of securities, as described above. The policies for both portfolios require diversification so potential losses on individual securities will be minimized.

Concentration of Credit Risk – The policies of both the State Treasurer's Office and the Department state investments are to be diversified and limits are set to minimize the risk of loss resulting from excess concentration in a specific maturity, issuer or class of security. The asset allocation is periodically reviewed by the State Treasurer and the Department's investment advisor. At June 30, 2025 and 2024, no investments in any one organization (other than those issued or sponsored by the U.S. Government and those in pooled investments) represented 5.0 percent of total investments.

At June 30, 2025, the Department's cash and investments consisted of the following:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Internal Service Funds	Fiduciary Funds
Cash and investments:						
Cash and investments pooled in the State Treasury	$ 207,489	$ 19,960,989	$ 1,646,831	$24,450,608	$ ---	$ ---
Cash deposited with banks	---	40,738,348	---	---	23,215,592	---
U.S. agency obligations	12,004,562	1,154,866,041	95,279,306	15,555,911	82,000,116	---
U.S. Treasury obligations	3,658,874	351,992,002	29,040,211	2,121,318	53,031,710	---
Repurchase agreements	1,402,867	134,958,977	11,134,450	2,682,882	---	---
Certificates of deposit	---	---	---	---	---	---
Commercial paper	468,058	45,028,222	3,714,940	1,284,414	---	---
Total	$ 17,741,850	$ 1,747,544,579	$140,815,738	$46,095,133	$158,247,418	$ ---
Restricted assets:						
Cash and investments pooled in the State Treasury	$ ---	$ ---	$ ---	$ ---	$ ---	$ ---
Cash and investments pooled with the Mo. Dept. of Revenue	---	---	---	---	---	10,046,422
U.S. Treasury obligations	---	---	---	---	200,000	---
Certificate of deposit	---	---	---	---	---	---
Total	$ ---	$ ---	$ ---	$ ---	$ 200,000	$10,046,422

At June 30, 2024, the Department's cash and investments consisted of the following:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Internal Service Funds	Fiduciary Funds
Cash and investments:						
Cash in the State Treasury	$ 443,865	$ 54,501,680	$ 3,977,347	$14,839,430	$ ---	$ ---
Cash deposited with banks	---	43,782,535	---	---	25,089,995	---
U.S. agency obligations	9,697,161	1,190,702,117	86,893,390	13,861,465	124,193,622	---
U.S. Treasury obligations	1,595,059	195,855,255	14,292,850	2,034,599	8,357,496	---
Repurchase agreements	2,448,888	300,695,874	21,943,762	2,777,415	---	---
Certificates of deposit	---	---	---	319	---	---
Commercial paper	---	---	---	541,958	---	---
Total	$ 14,184,973	$ 1,785,537,461	$127,107,349	$34,055,186	$157,641,113	$ ---
Restricted assets:						
Cash and investments pooled in the State Treasury	$ ---	$ ---	$ ---	$ ---	$ ---	$ ---
Cash and investments pooled with the Mo. Dept. of Revenue	---	---	---	---	---	8,537,688
U.S. Treasury obligations	---	---	---	---	200,000	---
Certificate of deposit	---	---	---	---	---	---
Total	$ ---	$ ---	$ ---	$ ---	$ 200,000	$ 8,537,688

The tables above represent the bank value of deposits; whereas, the cash and cash equivalent amounts presented in the financial statements represent the carrying value of deposits. The investment balances in the table above represent all investments, including investments with an original maturity of 92 days or less.

The maturities of mortgage-backed investments have been estimated based on the weighted average life of the investment type. Estimated maturities will differ from actual maturities because issuers may have the right to call or prepay obligations.

The Department categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs comprised of quoted prices for similar assets or liabilities in active markets. Level 3 inputs are significant unobservable inputs. The Department's participation in the State Treasurer's Office cash and investment pool is reported at fair value based on the Department's proportional share of the pool's assets. Repurchase agreements and certificates of deposit are reported at amortized cost, and are not measured at fair value. Therefore, they are not categorized within the fair value hierarchy.

At June 30, 2025, the Department's investments held in depository banks and allocation of State Treasurer's Office pooled funds have the following maturities:

		Investment Maturities (in years)			Fair Value Measurements	
Investment by Type	Total Investments	Less than 1 year	1-5 years	6-10 years	Level 1	Level 2
Repurchase agreements	$ 150,179,176	$ 150,179,176	$ ---	$ ---	$ ----	$ ---
U.S. Treasury obligations	440,044,115	361,387,363	78,656,752	---	53,231,710	386,812,405
U.S. agency obligations	1,359,705,936	655,156,787	701,453,622	3,095,527	---	1,359,705,936
Commercial paper	50,495,634	50,495,634	---	---	---	50,495,634
	$ 2,000,424,861	$ 1,217,218,960	$780,110,374	$ 3,095,527	$53,231,710	$ 1,797,013,975

At June 30, 2024, the Department's investments held in depository banks and allocation of State Treasurer's Office pooled funds have the following maturities:

		Investment Maturities (in years)			Fair Value Measurements	
Investment by Type	Total Investments	Less than 1 year	1-5 years	6-10 years	Level 1	Level 2
Repurchase agreements	$ 327,865,939	$327,865,939	$ ---	$ ---	$ ---	$ ---
U.S. Treasury obligations	222,335,259	123,166,229	99,169,030	---	222,335,259	---
U.S. agency obligations	1,425,347,755	118,089,251	1,303,856,610	3,401,894	---	1,425,347,755
Certificates of deposit	319	319	---	---	---	---
Commercial paper	541,958	541,958	---	---	---	541,958
	$ 1,976,091,230	$569,663,696	$ 1,403,025,640	$ 3,401,894	$222,335,259	$ 1,425,889,713

At June 30, 2025, the Department's investments held in depository banks and allocation of State Treasurer's Office pooled funds have the following ratings:

Investment by Type	Rating		Total Investments
	Moody's	S&P	
Repurchase agreements	Unrated	Unrated	$ 150,179,176
U.S. Treasury obligations	Aaa	AA+	398,265,246
U.S. Treasury obligations	Unrated	Unrated	41,778,869
U.S. agency obligations	Aaa	AA+	1,252,364,602
U.S. agency obligations	Unrated	Unrated	107,341,334
Commercial paper	P-1	A-1+	50,495,634
			$ 2,000,424,861

At June 30, 2024, the Department's investments held in depository banks and allocation of State Treasurer's Office pooled funds have the following ratings:

Investment by Type	Rating		Total Investments
	Moody's	S&P	
Repurchase agreements	Unrated	Unrated	$ 327,865,939
U.S. Treasury obligations	Aaa	AA+	222,335,259
U.S. agency obligations	Aaa	AA+	1,306,665,313
U.S. agency obligations	Unrated	Unrated	118,682,442
Certificates of deposit	Aaa	AA+	319
Commercial paper	P-1	A-1+	473,710
Commercial paper	Unrated	A-1	68,248
			$ 1,976,091,230

Note 3: Receivables

The reimbursement receivables consist of billings to outside entities for repayment of expenditures incurred by MoDOT. Also included are miscellaneous receivables from contractors and others. The reimbursement receivables are shown net of an allowance for doubtful accounts of $144,420 and $149,730 at June 30, 2025 and 2024, respectively. The Department provides an allowance based upon a review of the outstanding receivables, historical collection information and existing economic conditions.

The contributions receivable consists of amounts due from participating employers and members in the Department's insurance and risk management plans. The federal government receivable represents funds to be received on federally participating projects. The loans receivable represents loans to cities and counties for nonhighway-related projects, such as airport improvements.

Receivables at June 30, 2025 for the government's individual major funds, nonmajor funds and internal service funds were as follows (continued on next page):

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds
State taxes and fees	$ 163,528,498	$ 24,508,363	$17,640,026	$ 833,053
Federal government	---	92,642,411	---	8,313,457
Interest	372,553	10,038,082	1,052,218	203,040
Miscellaneous:				
Reimbursements	5,764,973	66,707,318	---	11,083,047
Contributions	---	---	---	---
Total miscellaneous	5,764,973	66,707,318	---	11,083,047
Leases	---	2,241,366	---	---
Loans	---	---	---	171,815
Total receivables	$ 169,666,024	$196,137,540	$18,692,244	$20,604,412

Receivables at June 30, 2024 for the government's individual major funds, nonmajor funds and internal service funds were as follows (continued on next page):

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds
State taxes and fees	$ 153,666,485	$ 32,877,032	$24,990,811	$ 1,374,998
Federal government	---	113,400,057	---	5,421,594
Interest	441,439	8,773,469	1,132,362	142,627
Miscellaneous:				
Reimbursements	4,843,525	59,830,648	---	6,763,040
Contributions	---	---	---	---
Total miscellaneous	4,843,525	59,830,648	---	6,763,040
Leases	---	3,222,501	---	---
Loans	---	---	---	289,712
Total receivables	$ 158,951,449	$218,103,707	$26,123,173	$13,991,971

Receivables at June 30, 2025 for the government's individual major funds, nonmajor funds and internal service funds were as follows (continued from prior page):

	Internal Service Funds	Total	Due Within One Year
State taxes and fees	$ ---	$206,509,940	$206,509,940
Federal government	---	100,955,868	100,955,868
Interest	341,070	12,006,963	12,006,963
Miscellaneous:			
Reimbursements	---	83,555,338	83,555,338
Contributions	2,432,249	2,432,249	2,432,249
Total miscellaneous	2,432,249	85,987,587	85,987,587
Leases	---	2,241,366	583,934
Loans	---	171,815	87,231
Total receivables	$2,773,319	$407,873,539	$406,131,523

Receivables at June 30, 2024 for the government's individual major funds, nonmajor funds and internal service funds were as follows (continued from prior page):

	Internal Service Funds	Total	Due Within One Year
State taxes and fees	$ ---	$212,909,326	$212,909,326
Federal government	---	118,821,651	118,821,651
Interest	414,795	10,904,692	10,904,692
Miscellaneous:			
Reimbursements	1,601,975	73,039,188	73,039,188
Contributions	2,223,978	2,223,978	2,223,978
Total miscellaneous	3,825,953	75,263,166	75,263,166
Leases	---	3,222,501	635,961
Loans	---	289,712	117,897
Total receivables	$4,240,748	$421,411,048	$418,652,693

Note 4: Leases

(A) Lessee

The Department and/or other state agencies who utilize the State Highways and Transportation Fund were entered into lease arrangements for 35 radio communication towers (IT infrastructure), 3 buildings, and 9 parcels of land at June 30, 2025. The lease contracts expire at various dates through 2050, assuming that all renewal options are exercised. The right to use assets are intangible assets and are recorded in capital assets as right-to-use building, land, equipment and IT infrastructure assets as noted in Footnote 6. During fiscal year 2025, the Department and/or other state agencies paid $1,836,124 in lease payments.

Future minimum lease payments required under the lease arrangements at June 30, 2025 were as follows:

Fiscal Year	Principal Due	Interest Due	Total Due
2026	$ 638,268	$ 199,110	$ 837,378
2027	672,766	177,282	850,048
2028	445,294	158,337	603,631
2029	374,679	144,484	519,163
2030	347,475	132,299	479,774
2031-2035	1,500,480	503,234	2,003,714
2036-2040	1,278,977	264,297	1,543,274
2041-2045	565,972	104,667	670,639
2046-2050	376,916	34,046	410,962
	$6,200,827	$1,717,756	$7,918,583

(B) Lessor

The Department has entered into arrangements to lease 27 parcels of land and seven buildings owned by the Department. The lease contracts expire at various dates through fiscal year 2043, assuming that all renewal options are exercised by the lessee. During fiscal year 2025, the Department received $627,911 in lease revenue.

The following is an analysis of future minimum lease revenue due under the lease arrangements:

Fiscal Year	Principal Due	Interest Due	Total Due
2026	$ 583,934	$ 55,258	$ 639,192
2027	476,449	40,315	516,764
2028	390,733	28,576	419,309
2029	241,992	18,862	260,854
2030	45,678	15,258	60,936
2031-2035	247,263	55,944	303,207
2036-2040	152,932	27,318	180,250
2041-2043	102,385	5,765	108,150
	$2,241,366	$ 247,296	$2,488,662

Note 5: Subscription-Based Information Technology Arrangements

The Department has entered into seven subscription-based information technology arrangements (SBITA) for various cloud-based computing arrangements. The SBITA contracts expire at various dates through 2029, assuming all renewal options are exercised. The right to use intangible assets are recorded as capital assets as noted in Footnote 6. Additionally, the department has entered into various short-term SBITAs. A short-term SBITA is a SBITA that has a maximum possible term of 12 months or less, including any options to extend. The Department recognizes short-term subscription payments as outflows of resources (expenditures) and as an asset if the subscription payments are made in advance. During fiscal year 2025, the Department paid $4,316,550 in subscription payments.

Future minimum subscription payments required under the SBITA arrangements at June 30, 2025 were as follows:

Fiscal Year	Principal Due	Interest Due	Total Due
2026	$1,911,183	$ 57,845	$1,969,028
2027	118,193	4,457	122,650
2028	50,206	1,401	51,607
	$2,079,582	$ 63,703	$2,143,285

Note 6: Capital Assets

Changes in capital assets for the year ended June 30, 2025 are summarized below:

	Beginning Balance (as restated)	Additions	Deletions/ Retirements	Transfers	Ending Balance
Nondepreciable capital assets					
Land and permanent easements	$ 2,643,697,655	$ 3,023,552	$ 2,634,852	$ 2,317,795	$ 2,646,404,150
Equipment in progress	15,221,107	26,471,995	---	(7,129,228)	34,563,874
Software in progress	3,513,539	1,051,765	---	(3,094,261)	1,471,043
Construction in progress	60,731,983	27,048,052	---	(9,272,125)	78,507,910
Infrastructure in progress	3,568,644,805	1,896,825,212	---	(1,264,476,616)	4,200,993,401
Total nondepreciable capital assets	6,291,809,089	1,954,420,576	2,634,852	(1,281,654,435)	6,961,940,378
Depreciable/amortizable capital assets					
Land improvements	31,037,299	2,437	469,197	18,458	30,588,997
Land – Right to use	1,244,570	---	---	---	1,244,570
Buildings	320,667,297	1,950,531	3,430,372	6,937,595	326,125,051
Buildings – Right to use	543,711	1,589,123	257,417	---	1,875,417
Software	36,710,037	492,790	306,509	3,101,294	39,997,612
Software – Right to use	5,799,136	177,984	---	---	5,977,120
Equipment and vehicles	665,719,511	66,276,090	29,167,414	7,122,195	709,950,382
Equipment and vehicles – Right to use	253,083	---	---	---	253,083
Temporary easements	8,051,621	1,755,218	3,419,210	(1,723)	6,385,906
IT Infrastructure – Right to use	9,557,810	566,116	103,088	---	10,020,838
Infrastructure	55,120,518,871	---	114,164,303	1,264,476,616	56,270,831,184
Total depreciable/amortizable capital assets	56,200,102,946	72,810,289	151,317,510	1,281,654,435	57,403,250,160
Accumulated depreciation/amortization					
Land improvements	22,783,901	956,859	355,196	---	23,385,564
Land – Right to use	392,646	114,105	---	---	506,751
Buildings	176,896,870	8,506,646	2,494,158	---	182,909,358
Buildings – Right to use	433,153	177,195	257,417	---	352,931
Software	33,636,077	2,505,209	306,509	---	35,834,777
Software – Right to use	178,562	1,954,380	---	---	2,132,942
Equipment and vehicles	380,642,661	42,771,419	27,868,012	---	395,546,068
Equipment and vehicles – Right to use	231,300	21,782	---	---	253,082
Temporary easements	2,772,353	2,682,186	3,419,210	---	2,035,329
IT Infrastructure – Right to use	5,681,698	1,619,400	103,088	---	7,198,010
Infrastructure	27,887,791,790	626,177,515	112,262,514	---	28,401,706,791
Total accumulated depreciation/amortization	28,511,441,011	687,486,696	147,066,104	---	29,051,861,603
Total depreciable/amortizable capital assets, net	27,688,661,935	(614,676,407)	4,251,406	1,281,654,435	28,351,388,557
Total net capital assets	$ 33,980,471,024	$ 1,339,744,169	$ 6,886,258	$ ---	$ 35,313,328,935

Changes in capital assets for the year ended June 30, 2024 (as restated) are summarized below:

Beginning Balance (as restated)	Additions (as restated)	Deletions/ Retirements (as restated)	Transfers (as restated)	Ending Balance (as restated)
$ 2,640,225,752	$ 545,910	$ 2,052,331	$ 4,978,324	$ 2,643,697,655
---	13,531,813	---	1,689,294	15,221,107
1,987,938	1,768,154	---	(242,553)	3,513,539
51,915,693	15,300,708	---	(6,484,418)	60,731,983
2,679,915,992	1,631,979,084	---	(743,250,271)	3,568,644,805
5,374,045,375	1,663,125,669	2,052,331	(743,309,624)	6,291,809,089
31,303,899	178,486	445,086	---	31,037,299
1,244,570	---	---	---	1,244,570
318,399,133	3,082,662	1,832,958	1,018,460	320,667,297
550,517	43,864	50,670	---	543,711
37,152,940	297,953	983,409	242,553	36,710,037
---	5,799,136	---	---	5,799,136
663,135,011	65,078,275	61,223,187	(1,270,588)	665,719,511
253,083	---	---	---	253,083
6,737,803	3,054,657	1,809,767	68,928	8,051,621
9,519,707	93,294	55,191	---	9,557,810
54,473,174,416	15,201,213	111,107,029	743,250,271	55,120,518,871
55,541,471,079	92,829,540	177,507,297	743,309,624	56,200,102,946
22,011,501	1,035,201	262,801	---	22,783,901
278,541	114,105	---	---	392,646
170,381,653	8,185,731	1,670,514	---	176,896,870
362,120	120,274	49,241	---	433,153
32,162,038	2,434,257	960,218	---	33,636,077
---	178,562	---	---	178,562
394,776,408	39,988,457	54,122,204	---	380,642,661
168,326	62,974	---	---	231,300
2,346,249	2,235,871	1,809,767	---	2,772,353
4,189,551	1,547,338	55,191	---	5,681,698
27,383,575,856	610,136,093	105,920,159	---	27,887,791,790
28,010,252,243	666,038,863	164,850,095	---	28,511,441,011
27,531,218,836	(573,209,323)	12,657,202	743,309,624	27,688,661,935
$ 32,905,264,211	$ 1,089,916,346	$ 14,709,533	$ ---	$ 33,980,471,024

Note 7: Risk Management

The Department is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; injuries to employees; and natural disasters. In addition, various lawsuits against the Department arise from the Department's normal operations. These risks have been classified as workers' compensation, vehicle liability, general liability, condemnation and inverse condemnation, contractor suits, employment suits, environmental regulatory liability and levy and drainage district suits. It is the policy of the Department to manage its risks internally, with the exception of purchased earthquake and major building insurance policies. No insurance settlements exceeded coverage in the last three years. In addition, all state employees and officers are covered by the state's Legal Expense Fund.

(A) Workers' Compensation, Vehicle and General Liabilities

The Department sets aside assets for the settlement of workers' compensation, vehicle liability and general liability claims in an internal service fund, the MHTC Self Insurance Fund. Section 537.610, RSMo. limits the liability of the state and its public entities on claims within the scope of Sections 537.600 to 537.650, RSMo., except for those claims governed by the provisions of the Missouri Workers' Compensation Law, Chapter 287, RSMo. The limits were $3,448,710 and $3,370,137 for all claims arising out of a single accident or occurrence, and $517,306 and $505,520 for any one person in a single accident or occurrence, at June 30, 2025 and 2024, respectively, as set by the Missouri Department of Insurance.

Estimated pending self insurance claims represent the expected losses to be realized on known claims pending and include minor non-incremental claims adjustment expenses. Estimated unreported claims represent expected losses or claims incurred but not reported. Amounts are reported based on actuarial calculations. Liabilities for incurred losses related to workers' compensation and general and vehicle liability claims are reported at their discounted value, assuming an investment yield of 2.0 percent.

Changes in pending self insurance claims and incurred but not reported claims for workers' compensation, general and vehicle liability during the past three years are:

	Beginning Balance	Current Claims and Estimate Changes	Claim Payments	Ending Balance
2025	$94,560,083	$ 31,687,419	$24,875,969	$101,371,533
2024	80,926,155	30,021,834	16,387,906	94,560,083
2023	80,727,426	21,260,337	21,061,608	80,926,155

(B) Other Claims

Claims for condemnation and inverse condemnation, contractor suits, levy and drainage district suits, environmental regulatory liability and employment suits are paid from the State Road Fund. Liabilities are reported when it is probable that a loss has occurred, and the amount of that loss can be reasonably estimated. As listed in the Financing and Other Obligations note disclosure, the Department has approximately $1,087,814 and $1,007,814 in claims and judgments payable at June 30, 2025 and 2024, respectively. The Department is involved in other such suits for which no liability has been recorded, as a probable loss has not occurred. The aggregate potential liability of all claims deemed probable or possible to result in a loss was estimated to be approximately $2,837,814 and $11,627,814 as of June 30, 2025 and 2024, respectively. These estimates are within a range of $1,112,814 to $4,417,814 and $3,062,957 to $22,769,814 as of June 30, 2025 and 2024, respectively.

Note 8: Medical and Life Insurance Plan

The MoDOT and Missouri State Highway Patrol (MSHP) Insurance Plan (the Medical and Life Insurance Plan) Internal Service Fund accounts for the medical coverage provided on a self insured basis and life insurance benefits underwritten by commercial insurance companies. These benefits are available to employees, retirees, certain disabled employees, spouses, certain dependents and survivors of deceased employees and retirees of the Department, the MSHP and the MoDOT and Patrol Employees' Retirement System (MPERS). Changes to plan benefits and funding are required to be approved by the Commission. Incurred but not reported claims of $11,500,000 and $9,700,000 were reported in the Medical and Life Insurance Plan as of June 30, 2025 and 2024, respectively.

Claims incurred but not reported represent estimated unreported claims. This liability is established from an actuarial report, which is based on data provided by the Department and claims administrators. Changes in the incurred but not reported claims liability during the past three years are:

	Beginning Balance	Current Claims and Estimate Changes	Claim Payments	Ending Balance
2025	$ 9,700,000	$141,836,548	$140,036,548	$ 11,500,000
2024	8,300,000	129,810,092	128,410,092	9,700,000
2023	10,600,000	131,102,884	133,402,884	8,300,000

Note 9: Pension Plan

(A) General Information about the Pension Plan

1. Plan Description

MPERS provides retirement, death and disability benefits. MPERS was established in accordance with Section 104.020, RSMo., and is administered by an 11-member Board of Trustees. The plan is administered in accordance with the requirements of a cost sharing, multiple-employer, public employee retirement plan under the Revised Statutes of Missouri. MPERS is a part of the state of Missouri financial reporting entity and is included in the State's financial reports as a component unit shown as a pension trust fund. As a separate legal entity, MPERS issues its own stand-alone financial report, which provides detailed information regarding actuarial assumptions and funding progress. Copies may be requested from the MoDOT and Patrol Employees' Retirement System, P.O. Box 1930, Jefferson City, Missouri 65102, or can be found online at www.mpers.org.

2. Benefits Provided

Employees eligible to be members of MPERS are those working in a position that normally requires the performance of duties for at least 1,040 hours annually. Benefits are designated by state statute. Any amendments to the plan require changes in state statute. MPERS has three benefit structures known as the Closed Plan, the Year 2000 Plan and the Year 2000 Plan - 2011 Tier.

Closed Plan - Employees covered by the Closed Plan are fully vested for benefits upon receiving five years of creditable service. The base benefit in the Closed Plan is equal to 1.6 percent multiplied by the final average pay multiplied by years of creditable service. For members employed prior to August 28, 1997, Cost of Living Allowances (COLAs) are provided annually based on 80.0 percent of the increase in the Consumer Price Index for all urban consumers for the United States (CPI-U). The minimum rate is 4.0 percent and the maximum rate is 5.0 percent, until the cumulative amount of COLAs equals 65.0 percent of the original benefit. Thereafter, the 4.0 percent minimum rate is eliminated and the annual COLA rate will be equal to 80.0 percent of the increase in the CPI-U (annual maximum of 5.0 percent). For members employed on or after August 28, 1997, COLAs are provided annually based on 80.0 percent of the increase in the CPI-U, up to a maximum rate of 5.0 percent. This benefit structure is closed to new entrants.

Year 2000 Plan - Employees covered by the Year 2000 Plan are fully vested for benefits upon earning five years of creditable service. The base benefit in the Year 2000 Plan is equal to 1.7 percent multiplied by the final average pay multiplied by years of creditable service. Members retiring under the Rule of 80 receive an additional temporary benefit until age 62. The temporary benefit is equivalent to 0.8 percent multiplied by final average pay multiplied by years of creditable service. COLAs are provided annually based on 80.0 percent of the increase in the CPI-U, up to a maximum rate of 5.0 percent. This benefit structure is closed to new entrants.

Year 2000 Plan - 2011 Tier - Employees covered by the Year 2000 Plan – 2011 Tier are fully vested for benefits upon earning 10 years of creditable service. Legislation passed during the 2017 legislative session reduced the 10-year vesting period for 2011 Tier members to 5 years effective July 1, 2018. The base benefit in the 2011 Tier is equal to 1.7 percent multiplied by the final average pay multiplied by years of creditable service. Members retiring under the Rule of 90 receive an additional temporary benefit until age 62. The temporary benefit is equivalent to 0.8 percent multiplied by final average pay multiplied by years of creditable service. COLAs are provided annually based on 80.0 percent of the change in the CPI-U, up to a maximum rate of 5.0 percent.

3. Contributions

Employer contributions paid to the system are determined by an actuary and are set by the Board. Annual contribution amounts are designed to fund in advance the benefits designated by state statute. Employee contribution amounts are designated by state statute. New employees hired for the first time on or after January 1, 2011 (Year 2000 Plan-2011 Tier) contribute 4.0 percent of their pay. The Department's contribution rate to MPERS was 52.0 percent of eligible (covered) payroll for fiscal year 2025 and 58.0 percent of eligible (covered) payroll for fiscal year 2024. Required employer contributions totaling $150,389,238 and $156,891,155 for fiscal years 2025 and 2024, respectively, represent funding of normal costs and amortization of the unfunded accrued liability. Actual contributions made were 100.0 percent of required contributions. The fiscal year 2025 contribution rate was based on a 2-year closed amortization period for unfunded retiree liabilities and a 17-year closed amortization period for other unfunded liabilities.

(B) Actuarial Information

The total pension liability was determined by actuarial valuations as of June 30, 2024 and 2023, using the following actuarial assumptions, applied to all prior periods included in the measurements:

	2024	2023
Inflation	2.25%	2.25%
Salary increases	3.00% to 10.50%	3.00% to 10.50%
Investment rate of return	6.50%	6.50%
Cost-of-living adjustments	1.80% compound	1.80% compound

The mortality tables for 2024 and 2023, for post-retirement mortality, used in evaluating allowances to be paid to non-disabled pensioners were the RP-2014 Healthy Annuitant Mortality Tables projected to 2024 using projection scales MP-2017. Pre-retirement mortality used was RP-2014 Employee Mortality Tables projected to 2024 using projection scales MP-2017 multiplied by a factor of 65 percent. Post-retirement disabled mortality used was the RP-2014 Disabled Retiree Annuitant Mortality Table projected to 2024 using projection scale MP-2017.

The actuarial assumptions used in the 2024 and 2023 valuations were based on the results of an actuarial experience study for the period July 1,2017 - June 30, 2022.

The Board of Trustees establishes MPERS' policy in regard to the allocation of invested assets and may amend the policy. The following is MPERS' asset allocation policy as of June 30, 2024 and 2023:

Asset Class	2024	2023
Global equity	40.0%	40.0%
Private equity	10.0	10.0
Fixed income	22.5	22.5
Real assets	10.0	10.0
Real estate	10.0	10.0
Opportunistic debt	7.5	7.5

The long-term (30-year) expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return were adopted by the plan's trustees after considering input from the plan's investment consultant(s) and actuary(ies). The estimated long-term expected real rates of return for each major asset class included in MPERS' target asset allocation as of June 30, 2024 and 2023 are summarized in the following table:

Asset Class	2024	2023
Global equity	2.40%	3.00%
Private equity	6.10	6.40
Fixed income	2.40	2.00
Opportunistic debt	5.70	5.90
Real assets	4.00	3.60
Real estate	3.40	2.60

A single discount rate of 6.5 percent was used to measure the total pension liability for fiscal years 2024 and 2023. This single discount rate was based on the expected rate of return on pension plan investments of 6.5 percent for fiscal years 2024 and 2023, respectively. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rates. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Regarding the sensitivity of the net pension liability to changes in the single discount rate, the following presents the Department's proportional share of the plan's net pension liability, calculated using a single discount rate of 6.5 percent for fiscal years 2024 and 2023, as well as what the Department's proportional share of the plan's net pension liability would be if it were calculated using a single discount rate that is one-percentage point lower or one-percentage point higher for the valuations as of June 30, 2024 and 2023.

	1 Percent Decrease (5.50%)	Current Discount Rate (6.50%)	1 Percent Increase (7.50%)
The Department's proportionate share of the net pension liability 2024	$1,177,312,886	$798,398,557	$485,463,412

	1 Percent Decrease (5.50%)	Current Discount Rate (6.50%)	1 Percent Increase (7.50%)
The Department's proportionate share of the net pension liability 2023	$1,254,650,231	$891,638,345	$591,835,158

(C) Liabilities, Expenses, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

The Department reported a liability of $798.4 million and $891.6 million for its proportionate share of the net pension liability at June 30, 2025 and 2024, respectively. The net pension liability was measured as of June 30, 2024 and June 30, 2023, and the total pension liability used to calculate the net pension liability was determined by actuarial valuations as of those dates. The Department's proportion of the net pension liability was based on the Department's contributions to the pension plan relative to the contributions of all participating departments, for the respective periods. At June 30, 2024 and 2023, the Department's proportion was 62.10 percent and 62.45 percent, respectively, which was a decrease of 0.35 percent from the measurement period of June 30, 2022 to June 30, 2023 and an increase from the measurement period of June 30, 2021 to June 30, 2022 of 0.71 percent. The Department recognized pension expense of $118.5 million and $110.7 million for the years ended June 30, 2025 and 2024, respectively.

The Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$154,656,684	$ 571,236	$103,611,957	$ 4,563,734
Changes in proportion and differences between employer contributions and share of contributions	5,088,825	3,897,714	7,972,976	3,875,566
Net difference between projected and actual investment earnings on pension plan investment	---	183,352,117	---	118,731,225
Changes in Actuarial Assumptions	18,357,100	---	59,649,616	---
Contributions subsequent to measurement date	150,389,238	---	156,891,155	---
Total	$328,491,847	$187,821,067	$328,125,704	$ 127,170,525

Deferred outflows and inflows of resources resulting from contributions subsequent to the measurement date will be recognized as a change to the net pension liability in each subsequent year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending	2025 Net Deferred Inflows of Resources	2024 Net Deferred Outflows of Resources
2025	$ ---	$ 28,760,630
2026	(10,171,093)	(16,669,667)
2027	46,524,426	40,344,653
2028	(18,749,198)	(8,371,592)
2029	(27,322,593)	---
Total	$ (9,718,458)	$ 44,064,024

Note 10: Other Postemployment Benefits (OPEB)

(A) General Information about the OPEB Plan

1. Plan Description

The Department provides a portion of healthcare insurance through the Medical and Life Insurance Plan, as discussed in Note 8, Medical and Life Insurance Plan, in accordance with Section 104.270, RSMo. As part of the Medical and Life Insurance Plan, health care benefits are provided to both active employees and retirees. For purposes of reporting OPEB costs and obligations in accordance with GASB Statement 75, the OPEB Insurance Plan (the Plan) is disclosed within the state of Missouri reporting entity as a single employer plan. In the Department's financial report the Plan is reported as a cost sharing multiple employer plan, as it includes the Department; Missouri State Highway Patrol; and the MoDOT and Patrol Employees Retirement System (MPERS). Only the Department's proportionate share is shown on the Department's financial statements.

The Plan is not a separate legal entity and is self-insured. The Plan does not maintain assets in a trust and pays expenses on a pay-as-you-go basis. The criteria for a special funding situation are not met. The plan assets are neither legally protected from creditors nor are they dedicated to providing OPEB benefits. The Department has no legal obligation to pay the benefits; therefore, no assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB 75.

2. Benefits Provided

Eligible members are employees who retire from the Department who participated in the Medical and Life Insurance Plan when they were an active employee and had a minimum of five years creditable service. The Plan provides healthcare insurance benefits. Coverage categories include retirees, certain disabled employees, spouses, certain dependents and survivors of deceased employees and retirees.

Participants covered by the Plan at July 1, 2023:	
Retirees or beneficiaries currently receiving benefit payments	4,622
Retirees entitled to but not yet receiving benefit payments	31
Active employees	4,475
Total participants	9,128

3. Contributions

The medical insurance benefits and employer and member contribution amounts are recommended by the Medical and Life Insurance Plan's Board of Trustees and are approved by the Commission. The Commission contributes a percentage of medical premiums for retirees. For those who retired on or prior to January 1, 2015, an amount ranging from 40-57 percent of the premium is contributed, dependent on the level of coverage. Medical premiums for employees who retire on or after January 1, 2015 are based on total years of service with the Commission contributing 2.0 percent per year of service, not to exceed 50 percent of the total premium, with the retiree responsible for the remaining balance of the premiums. Required employer contributions totaling $19,650,095 and $17,949,619 were made for fiscal years 2025 and 2024, respectively.

(B) Actuarial Information

The OPEB liability for June 30, 2025 was determined based on the actuarial valuation as of July 1, 2023, using updated assumptions applied to all periods included in the measurement and rolled forward to the measurement date of July 1, 2024. The OPEB liability for June 30, 2024 was determined based on the actuarial valuation as of July 1, 2023. The total OPEB liabilities were determined using the following actuarial assumptions and other inputs:

	2025	2024
Inflation	2.00%	2.00%
Salary increases	3.00%	3.00%
Discount rate	3.93%	3.65%
Healthcare cost trend rates:	7.50% for 2023, decreasing to 4.50% through 2033	7.50% for 2023, decreasing to 4.50% through 2033
Retirees' share of benefit-related costs:	43-90% of projected health insurance premiums for retirees.	43-90% of projected health insurance premiums for retirees.

The inflation rate was based on the actuary's estimate of inflation as of July 1, 2023. The salary increases were based on projected salaries, which include COLA's, provided by the Department. The discount rate was based on Bond Buyer General Obligation 20-Bond Municipal Bond Index. Mortality rates were based on the Pub-2010 Public Retirement Plans Safety Employees Mortality Table weighted by Headcount project by MP-2021 for July 1, 2024 and July 1, 2023. The actuarial assumptions used in July 1, 2024 valuation were based on the results of an actuarial experience study for the period July 1, 2017 through June 30, 2022. Changes of assumptions and other inputs reflect a change in the discount rate from 3.65 percent in 2024 to 3.93 percent in 2025.

The following presents the impact of interest rate sensitivity on the total OPEB liability for the fiscal years ended June 30, 2025 and 2024.

	1 Percent Decrease (2.93%)	Current Discount Rate (3.93%)	1 Percent Increase (4.93%)
Total OPEB liability 2025	$414,989,675	$367,458,196	$328,509,529
	1 Percent Decrease (2.65%)	**Current Discount Rate (3.65%)**	**1 Percent Increase (4.65%)**
Total OPEB liability 2024	$427,731,123	$376,986,149	$335,573,032

The following illustrates the impact of healthcare cost trend sensitivity on the total OPEB liability for the Department for fiscal year ended June 30, 2025.

Measurement Date July 1, 2024	1 Percent Decrease (6.50%)	Current Trend Rates (7.50%)	1 Percent Increase (8.50%)
Total OPEB liability	$320,733,525	$367,458,196	$425,196,233

The following illustrates the impact of healthcare cost trend sensitivity on the total OPEB liability for the Department for fiscal year ended June 30, 2024.

Measurement Date July 1, 2023	1 Percent Decrease (6.50%)	Current Trend Rates (7.50%)	1 Percent Increase (8.50%)
Total OPEB liability	$330,734,887	$376,986,149	$434,171,968

(C) Liabilities, Expenses, Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

The Department's total OPEB Liability is $367,458,196 and $376,986,149 at June 30, 2025 and 2024, respectively. The measurement date of the liability for June 30, 2025 and 2024 was July 1, 2024 and 2023, respectively. The liability was based on the population of each employer.

	2025	2024
Beginning Balance	$ 376,986,149	$ 755,954,476
Changes for the year		
Service cost	6,435,801	16,902,812
Changes of benefit terms	---	---
Differences between expected and actual experience	823,003	(16,231,572)
Interest	13,667,380	27,059,116
Changes in assumptions or other inputs	(12,345,475)	(389,599,009)
Benefit payments	(18,108,662)	(17,099,674)
Net changes	(9,527,953)	(378,968,327)
Balance, June 30	$ 367,458,196	$ 376,986,149

A breakout of the current and noncurrent portion of the total OPEB liability at June 30, 2025 and 2024 is listed below:

	2025	2024
Other postemployment benefit obligation - current	$ 18,800,000	$ 17,560,000
Other postemployment benefit obligation - noncurrent	348,658,196	359,426,149
Total	$ 367,458,196	$ 376,986,149

(D) OPEB Expense/(Benefit) and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2025 and 2024, the Department recognized a total OPEB benefit of $76,532,730 and $58,116,409, respectively. A breakdown of the OPEB expense/(benefit) is provided below.

	2025	2024
Reconciliation of OPEB Expense/(Benefit)		
Service Cost	$ 6,435,801	$ 16,902,812
Interest	13,667,380	27,059,116
Amortization of Deferred Inflow Changes in Assumptions	(13,879,497)	(14,283,722)
Amortization of Deferred Inflow Changes in Liability (Gain)/Loss	(82,756,414)	(87,794,615)
Total OPEB expenses/(benefits)	$ (76,532,730)	$(58,116,409)

The Department reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 665,037	$ 22,011,867	$ ---	$ 36,049,330
Changes of assumptions or other inputs	31,528,004	369,204,294	59,931,616	468,018,845
Benefit payments subsequent to measurement date	19,650,095	---	17,949,619	---
Total	$ 51,843,136	$391,216,161	$ 77,881,235	$504,068,175

Benefit payments subsequent to the measurement date are recognized as a reduction in the total OPEB liability in the Department's subsequent year reporting.

For the year ended June 30, 2025 and 2024, amounts are reported as deferred inflows of resources related to OPEB and will be recognized as a decrease in OPEB expense. The 2025 and 2024 amounts are as follows:

Year	2025	2024
2025	$ ---	$ (94,424,304)
2026	(85,728,682)	(83,517,075)
2027	(108,495,820)	(106,284,213)
2028	(101,973,918)	(99,762,311)
2029	(62,360,263)	(60,148,656)
2030	(464,437)	---
Total	$(359,023,120)	$ (444,136,559)

Note 11: Financing and Other Obligations

Changes in long-term obligations for the year ended June 30, 2025 were as follows:

Obligation	Beginning Balance (as restated)	Additions	Reductions	Ending Balance	Due Within One Year
State road bonds[1]	$ 1,506,100,000	$ ---	$378,145,000	$ 1,127,955,000	$375,920,000
Notes issued	40,727,262	13,276,025	9,279,477	44,723,810	8,757,237
Leases	5,881,712	2,155,239	1,836,124	6,200,827	638,268
Subscriptions	3,790,443	150,172	1,861,033	2,079,582	1,911,183
Claims and judgments	1,007,814	80,000	---	1,087,814	1,087,814
Compensated absences[2]	72,844,835	893,323	---	73,738,158	40,405,133
Pollution remediation	7,724	---	---	7,724	7,724
Asset retirement obligations	44,000	14,000	7,000	51,000	---
	$ 1,630,403,790	$16,568,759	$391,128,634	$ 1,255,843,915	$428,727,359
Unamortized premium				37,827,139	
				$ 1,293,671,054	

[1]The Department had $199,244,569 in unspent bond proceeds as of June 30, 2025.
[2]The change in the compensated absences liability is presented as a net change versus showing both additions and reductions.

Changes in long-term obligations for the year ended June 30, 2024 (as restated) were as follows:

Obligation	Beginning Balance (as restated)	Additions (as restated)	Reductions (as restated)	Ending Balance (as restated)	Due Within One Year (as restated)
State road bonds[1]	$ 1,483,270,000	$381,610,000	$358,780,000	$ 1,506,100,000	$ 378,145,000
Notes issued	26,895,890	25,304,085	11,472,713	40,727,262	8,803,477
Leases	7,441,461	137,159	1,696,908	5,881,712	1,695,497
Subscriptions	---	5,681,036	1,890,593	3,790,443	1,809,534
Claims and judgments	1,007,814	---	---	1,007,814	1,007,814
Compensated absences[2]	74,371,634	---	1,526,799	72,844,835	36,821,468
Pollution remediation	5,131	2,593	---	7,724	---
Asset retirement obligations	53,000	---	9,000	44,000	---
	$ 1,593,044,930	$412,734,873	$375,376,013	$ 1,630,403,790	$ 428,282,790
Unamortized premium				57,820,440	
				$ 1,688,224,230	

[1]The Department had $351,422,781 in unspent bond proceeds as of June 30, 2024.
[2]The change in the compensated absences liability is presented as a net change versus showing both additions and reductions.

Information related to claims and judgments and compensated absences can be found in the Summary of Significant Accounting Policies Note and the Risk Management Note.

Payments on State Road bonds are made from the State Road Fund and the State Road Bond Fund. Compensated absences are made by the governmental funds from which the related salaries are paid. All other long-term obligation payments are liquidated from the State Road Fund.

Under Constitutional Amendment 3, approved by Missouri voters on November 2, 2004, the authority of the Commission to issue State Road bonds is not subject to statutory provisions.

Senate Concurrent Resolution 14, signed by the Governor on June 10, 2019, authorized MoDOT to issue $301.0 million in bonds to repair or replace 215 bridges. The bonds will be paid back with General Revenue funds appropriated by the legislature over a seven-year period.

During fiscal year 2021, MoDOT executed a loan agreement with the Missouri Transportation Finance Corporation (MTFC) for $62.5 million with an interest rate of 1.06 percent on the unpaid principal balance. MoDOT will use the loan proceeds for improvements to the Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge and Climbing Lanes at Mineola Hill. The first disbursement of $24.4 million was made on August 1, 2022. The second disbursement of $24.8 million was made on August 1, 2023. The final disbursement of $13.3 million was made on August 1, 2024. Annual payments to the MTFC began on August 1, 2023 in the amount of $9.2 million, including interest, and continue through August 1, 2029.

During the 2023 legislative session, the General Assembly passed and the Governor signed legislation that made available $2.8 billion in General Revenue Fund monies ($1.4 billion in cash and $1.4 billion in bonding authority) to fund the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville (the “Improve I-70 Program”). The bonds will be paid back with General Revenue funds appropriated by the legislature.

(A) State Road Bonds

1. Bonded Debt Detail

	2025	2024
Series B 2009 Federal Reimbursement State Road bonds, originally issued for $404,375,000, to finance federally-eligible projects, including the Safe and Sound bridge program, due in annual installments of $23,175,000 to $43,250,000 beginning in 2022 through 2033; interest varying from 4.80 percent to 5.45 percent, exclusive of expected U.S. Treasury subsidy; secured by revenues collected from federal highway reimbursements.	$ 307,225,000	$ 332,665,000
Series C 2009 State Road bonds, originally issued for $300,000,000, to finance projects pursuant to Amendment 3 due in annual installments of $19,070,000 to $28,015,000 beginning in 2017 through 2029; interest varying from 4.31 percent to 5.63 percent, exclusive of expected U.S. Treasury subsidy; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	106,235,000	130,545,000
Series B 2010 Federal Reimbursement State Road bonds, originally issued for $56,135,000, to finance federally-eligible projects, including the new Mississippi River Bridge in St. Louis and the Safe and Sound bridge program, due in annual installments of $11,290,000 to $15,425,000 beginning in 2022 through 2025; interest varying from 4.72 percent to 5.02 percent, exclusive of expected U.S. Treasury subsidy; secured by revenues collected from federal highway reimbursements.	---	15,425,000
Series A 2014 First Lien Refunding State Road bonds, originally issued for $589,015,000, to advance refund certain portions of Series A & B 2006 First Lien State Road bonds; due in annual installments of $18,810,000 to $104,510,000 beginning May 1, 2017 through 2026; interest varying from 2.00 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	104,510,000	204,045,000
Series B 2014 Second Lien Refunding State Road bonds, originally issued for $311,975,000, to advance refund certain portions of Series 2007 Second Lien State Road bonds; due in annual installments of $3,130,000 to $68,350,000 beginning May 1, 2018 through 2025; interest varying from 3.00 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	---	3,130,000
Series A 2019 Federal Reimbursement Refunding State road bonds, originally issued for $102,705,000, to current refund certain portions of Series A 2008 and Series A 2009 Federal Reimbursement State Road bonds; due in annual installments of $10,000,000 to $30,410,000 beginning May 1, 2020 through 2025; interest of 5.00 percent; secured by revenues collected from federal highway reimbursements.	---	11,580,000
Series B 2019 Third Lien State Road bonds, originally issued for $178,370,000, to finance a portion of the Focus on Bridges Program, due in annual installments of $19,335,000 to $37,285,000 beginning November 1, 2020 through 2026; interest rate at 5.00 percent; secured by revenues collected from the State Road Fund and State Road Bond Fund.	46,050,000	67,415,000
Series A 2021 Third Lien State Road bonds, originally issued for $88,955,000, to finance a portion of the Focus on Bridges Program, due in annual installments of $15,465,000 to $19,775,000 beginning November 1, 2022 through 2026; interest rate at 5.00 percent; secured by revenues collected from the State Road Fund and State Road Bond Fund.	35,240,000	54,045,000
Series A 2022 Third Lien State Road bonds, originally issued for $453,005,000, to finance a portion of the Focus on Bridges Program, due in annual installments of $18,630,000 to $59,020,000 beginning May 1, 2024 through 2033; interest rate from 4.00 to 5.00 percent; secured by revenues collected from the State Road Fund and State Road Bond Fund.	399,175,000	434,375,000
Series A 2023 State Appropriations Mega Projects State Road Bonds, originally issued for $381,610,000, to finance a portion of the Improve I-70 Program, due in annual installments of $123,355,000 to $129,520,000 beginning May 1, 2024 through May 1, 2026; interest rate of 5.00 percent; secured by revenues collected from the State Road Fund and State Road Bond Fund.	129,520,000	252,875,000
	$1,127,955,000	$ 1,506,100,000

2. Tax Status of Bonds

Tax-Exempt issuances: The Refunding Series A 2014 bonds are First Lien bonds. The Series B 2019, A 2021 and A 2022 bonds are Third Lien Bonds. The Series A 2023 bonds have a first lien on State Appropriations Revenue. As tax-exempt issuances, these bonds are subject to federal arbitrage regulations.

Taxable issuances: The Series B 2009 bonds are liens on federal highway reimbursement revenues. The Series C 2009 bonds are Third Lien bonds. These bonds are taxable Build America Bonds as established under the American Recovery and Reinvestment Act of 2009.

3. Bond Debt Maturity

Annual debt service requirements to maturity are indicated in the following schedule. The interest payments for the Build America Bonds are shown excluding the expected receipt of interest subsidy payments from the U.S. Treasury.

Fiscal Year	Principal Due	Interest Due	Total Due
2026	375,920,000	49,251,379	425,171,379
2027	144,235,000	31,345,211	175,580,211
2028	109,580,000	25,903,816	135,483,816
2029	114,180,000	21,247,218	135,427,218
2029	89,930,000	16,390,263	106,320,263
2030-2033	294,110,000	24,631,465	318,741,465
	$ 1,127,955,000	$ 168,769,352	$ 1,296,724,352

4. Pledged Revenues

Pledged revenues for the year ended June 30, 2025 were as follows:

(Amounts in thousands)

Bond Lien Type	Principal	Interest	Total Debt Service	Pledged Revenue Type[4]	Net Pledged Revenue	Term of Commitment
Federal Reimbursement[1]	$ 52,445	$ 19,260	$ 71,705	Federal Highway Reimbursements	$1,311,960	2025 – 2033
First, Second, Third Lien[2]	202,345	43,554	245,899	Article IV, Section 30(b) of the Missouri Constitution	1,127,107	2025 – 2033
State Appropriations Mega Projects Lien[3]	123,355	12,506	135,861	Mega Projects State Appropriations	135,861	2025 – 2026
	$ 378,145	$ 75,320	$ 453,465		$2,574,928	

[1] Bonds issued 2009 (2009 B)
[2] Bonds issued 2014 (2014 A), 2009 (2009 C), 2019 (2019 B), 2021 (2021 A), 2022 (2022 A)
[3] Bonds issued 2023 (2023 A)
[4] Pledged revenues include collections of motor vehicle sales tax, motor fuel sales tax, licensing fees and permits and appropriations of General Revenue for repayment of bonds. Pledged federal revenue include federal aid reimbursements or federal fund obligations for road and bridge projects.

Pledged revenues for the year ended June 30, 2024 were as follows:

(Amounts in thousands)

Bond Lien Type	Principal	Interest	Total Debt Service	Pledged Revenue Type[4]	Net Pledged Revenue	Term of Commitment
Federal Reimbursement[1]	$ 50,610	$ 18,375	$ 68,985	Federal Highway Reimbursements	$1,270,816	2024 – 2033
First, Second, Third Lien[2]	179,435	59,649	239,084	Article IV, Section 30(b) of the Missouri Constitution	1,043,687	2024 – 2033
State Appropriations Mega Projects Lien[3]	128,735	7,254	135,989	Mega Projects State Appropriations	135,996	2024 – 2026
	$ 358,780	$ 85,278	$ 444,058		$2,450,499	

[1] Bonds issued 2009 (2009 B), 2010 (2010 B), 2019 (2019 A)
[2] Bonds issued 2014 (2014 A, 2014 B), 2009 (2009 C), 2019 (2019 B), 2021 (2021 A), 2022 (2022 A)
[3] Bonds issued 2023 (2023 A)
[4] Pledged revenues include collections of motor vehicle sales tax, motor fuel sales tax, licensing fees and permits and appropriations of General Revenue for repayment of bonds. Pledged federal revenue include federal aid reimbursements or federal fund obligations for road and bridge projects.

(B) Notes Issued

1. Notes Issued Detail

	2025	2024
Missouri Transportation Finance Corporation: to replace the Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge and to build the climbing lanes at Mineola Hill; annual payments are due August 1st beginning in state fiscal year 2024 and continuing through fiscal year 2026; 1.06 percent interest will accrue on unpaid principal balance.	$44,723,810	$40,251,262
St. Charles County; to construct a new north outer road and relocate ramps from Route 94 to Zumbehl Road; $476,000 of principal due during fiscal year 2026; no interest will accrue.	---	476,000
	$44,723,810	$40,727,262

2. Notes Issued Debt Maturity

Annual debt service requirements to maturity for all notes issued are indicated in the following schedule.

Fiscal Year	Principal Due	Interest Due	Total Due
2026	$ 8,757,237	$ 474,072	$ 9,231,309
2027	8,850,064	381,246	9,231,310
2028	8,943,873	287,435	9,231,308
2029	9,038,152	193,158	9,231,310
2030	9,134,484	96,826	9,231,310
	$44,723,810	$1,432,737	$46,156,547

(C) Pollution Remediation Obligations

MoDOT is involved in remediation activities related to buildings and grounds caused by contamination and a fuel leak. The potential for additional pollution remediation exists; however, any future remediation obligations are not yet estimable.

Note 12: Tax Revenues

Tax revenues for the fiscal years 2025 and 2024 were as follows:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Total 2025
Fuel taxes	$ 798,972,913	$ 114,488	$ ---	$ 262,239	$ 799,349,640
Sales taxes	2,194,701	227,189,552	233,367,486	11,580,602	474,332,341
Total tax revenue	$ 801,167,614	$227,304,040	$233,367,486	$11,842,841	$ 1,273,681,981

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Total 2024
Fuel taxes	$ 737,587,443	$ 100,672	$ ---	$ 197,729	$ 737,885,844
Sales taxes	2,290,334	226,950,174	233,159,776	12,547,378	474,947,662
Total tax revenue	$ 739,877,777	$227,050,846	$233,159,776	$12,745,107	$ 1,212,833,506

Taxes are remitted by the Missouri Department of Revenue to the Department subsequent to collection. The Department receives the following taxes:

- **Fuel taxes** are paid on the sale of gasoline, aviation fuel used in propelling aircraft with reciprocating engines and diesel fuel. The taxes are authorized by Sections 142.010 – 142.350, 155.080 and 155.090, and 142.362 – 142.621, RSMo. The tax rate on gasoline and diesel fuels increased from $0.245 per gallon to $0.27 per gallon on July 1, 2024. The State receives 75.0 percent of the first $0.11 and 70.0 percent of the next $0.16. The remaining tax is distributed to cities and counties. In addition, the Department receives the entire tax on aviation fuel of $0.09 per gallon.
- **Sales taxes** are paid on the purchase of any new or used motor vehicle or trailer, on vehicles purchased out of state and titled in Missouri and on the sale of a vehicle between individuals within Missouri. The taxes are authorized by Sections 144.070 and 144.440, RSMo. The general sales tax rate is 3.0 percent and Proposition C tax (Section 144.701, RSMo.) is 1.0 percent, for a total of 4.0 percent. The Department receives 75.0 percent of the motor vehicle sales tax. The remainder is distributed to cities, counties and school districts. In addition, the Department receives sales tax on jet fuel, limited to a maximum of $10.0 million annually.

Note 13: Interfund Transactions

State statute (226.200, RSMo.) requires the transfer of unspent monies in the Highway Fund to the State Road Fund on a monthly basis. Transfers for the years ended June 30, 2025 and 2024, including were as follows:

	2025		2024	
	Transfers In	Transfers Out	Transfers In	Transfers Out
State Highways and Transportation Department Fund	$ ---	$668,828,975	$ ---	$611,564,740
State Road Fund	846,853,680	---	793,182,728	---
Nonmajor Funds	11,271,960	189,296,665	---	181,617,988
Total transfers	$858,125,640	$858,125,640	$793,182,728	$793,182,728

The due to/from amounts in the Road Fund and non-major funds represent interfund services provided and used. Amounts receivable/payable as of June 30, 2025 and 2024 were as follows:

	2025		2024	
	Receivable	Payable	Receivable	Payable
State Road Fund	$ ---	$ ---	$ 111,005	$ ---
Nonmajor Funds	---	---	---	111,005
Total due to/from	$ ---	$ ---	$ 111,005	$ 111,005

Note 14: Commitments and Contingencies

(A) Unemployment Benefits

The Department is subject to the Missouri Employment Security Law. Department employees who qualify are entitled to benefit payments during periods of unemployment. The Department is required to reimburse the Division of Employment Security for benefit payments made to its former employees. The Department has identified no practical method of estimating the amount of future benefit payments that may be made to former employees for wage credits earned prior to June 30, 2025 and 2024. Consequently, this potential obligation is not included in the accompanying basic financial statements. Total reimbursements made by the Department were $92,575 and $35,775 for fiscal years 2025 and 2024, respectively.

(B) Construction Commitments

The Department had construction awards outstanding for both state and federal participating projects at June 30, 2025 and 2024 amounting to approximately $3,024,312,577 and $2,363,196,551, respectively. The federal portion of this total was $928,683,393 and $817,500,807, or approximately 30.7 percent and 34.6 percent, for 2025 and 2024, respectively.

(C) Federal Funding

The Department receives federal grants that are subject to review and audit by federal grantor agencies. This could result in requests for reimbursement by the grantor agency for any expenditures disallowed under grant terms. The Department believes such disallowances, if any, would be immaterial.

Note 15: Accounting Pronouncements

MoDOT implemented GASB Statement No. 101, *Compensated Absences,* in fiscal year 2025. This Statement requires that liabilities for compensated absences be recognized for leave that has not been used and leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. Leave is attributable to services already rendered when an employee has performed the services required to earn the leave. Leave that accumulates is carried forward from the reporting period in which it is earned to a future reporting period during which it may be used for time off or otherwise paid or settled. In estimating the leave that is more likely than not to be used or otherwise paid or settled, the Department considered relevant factors such as employment policies related to compensated absences and historical information about the use or payment of compensated absences. In addition to annual leave and compensation time, the Department now recognizes an estimated amount of sick leave earned at of the end of the year that will be used by employees as time off in future years as part of the liability for compensated absences. Additionally, the Department now recognizes a liability for shared leave and parental leave balances that are more likely than not to be used. The implementation of this Statement has resulted in the restatement of the net position at the beginning of 2025. The Department has restated its financial statements as of and for the year ended June 30, 2024 for the adoption of GASB Statement No. 101.

MoDOT implemented GASB Statement No. 102, *Certain Risks and Disclosures* in fiscal year 2025 with no impact to the financial statements.

Note 16: Restatement

The Department has restated its 2024 financial statements for the following:

- During fiscal year 2025, the Department adopted GASB Statement No. 101, *Compensated Absences.* The restatement reflects the recognition of a liability for certain leave types that had not been previously recognized under the former accounting guidance.
- During fiscal year 2025, the Department restated certain amounts previously reported for fiscal year 2024 to correct lease-related assets and liabilities. The restatement was the result of updated lease information provided by the Missouri Office of Administration for the State Highways and Transportation Department Fund. Under the provisions of GASB Statement No. 87, *Leases,* leases that include clauses allowing either party to unilaterally terminate or renew the agreement at the end of each renewal period must have each renewal period reported separately, rather than being included as part of the initial lease term. This clarification significantly impacted the classification, recognition and measurement of several lease agreements previously reported. Specifically, 48 leases previously reported under GASB 87 were reclassified as short-term leases due to the exclusion of renewal periods not reasonably certain to be exercised and the lease liability and corresponding right-to-use asset were reduced for 72 agreements where the lease term was shortened as a result of applying the clarified guidance.
- During fiscal year 2025, the Department identified an error in the classification of certain capital asset expenditures related to infrastructure. Specifically, $181.1 million in expenditures for completed infrastructure projects remained in the infrastructure in progress account, rather than being reclassified to infrastructure. As a result, $43.1 million in depreciation was not recorded in prior year financial statements.

The net effect of the adoption of GASB Statement No. 101, reported as a change in accounting principle, and the adjustments for leases and infrastructure, reported as an error correction, is shown in the tables below:

Government-wide financial statements

	June 30, 2024 As Originally Stated	Change in Accounting Principle	Error Correction	June 30, 2024 As Restated
Statement of Net Position				
Assets not being depreciated	$ 6,472,950,742	$ ---	$ (181,141,653)	$ 6,291,809,089
Assets being depreciated, net	27,570,115,448	---	$ 118,546,487	27,688,661,935
Total noncurrent assets	34,142,877,800	---	(62,595,166)	34,080,282,634
Total assets	36,649,469,342	---	(62,595,166)	36,586,874,176
Financing and other obligations (current)	417,966,891	10,129,637	186,262	428,282,790
Total current liabilities	722,283,780	10,129,637	186,262	732,599,679
Financing and other obligations (noncurrent)	1,259,972,989	23,459,267	(23,490,816)	1,259,941,440
Total noncurrent liabilities	2,578,189,566	23,459,267	(23,490,816)	2,578,158,017
Total liabilities	3,300,473,346	33,588,904	(23,304,554)	3,310,757,696
Net investment in capital assets	32,758,871,093	---	(39,290,612)	32,719,580,481
Restricted for highways and transportation	363,521,174	(33,588,904)	---	329,932,270
Total net position	$ 33,122,592,267	(33,588,904)	(39,290,612)	$ 33,049,712,751
Statement of Activities				
Administration	$ 8,967,868	$ (104,256)	$ ---	$ 8,863,612
Fleet, facilities, and information systems	35,424,348	(63,942)	---	35,360,406
Safety and operations	430,464,147	(764,897)	---	429,699,250
Program delivery	269,203,639	(399,001)	---	268,804,638
Multimodal operations	123,915,116	(28,447)	---	123,886,669
Interest	62,105,794	---	(776,975)	61,328,819
Other state agencies	301,565,134	---	817,757	302,382,891
Depreciation	661,020,304	---	5,018,559	666,038,863
Total program expenses	2,123,101,637	(1,360,543)	5,059,341	2,126,800,435
Net expense of program revenues	(96,334,317)	1,360,543	(5,059,341)	(100,033,115)
Gain (loss) on lease modification	132	---	(16)	116
Total general revenues	1,642,649,674	---	(16)	1,642,649,658
Change in net position	1,546,315,357	1,360,543	(5,059,357)	1,542,616,543
Net Position, beginning of year	31,576,276,910	(34,949,447)	(34,231,255)	31,507,096,208
Net Position, end of year	$ 33,122,592,267	(33,588,904)	(39,290,612)	$ 33,049,712,751

	June 30, 2024 As Originally Stated	Change in Accounting Principle	Error Correction	June 30, 2024 As Restated
State Highways and Transportation Fund				
Statements of Revenues, Expenditures and Changes in Fund Balance				
Capital outlay	$ 1,237,793	$ ---	$ (1,100,634)	$ 137,159
Debt service - principal	1,446,866	---	173,958	1,620,824
Debt service - interest	1,000,470	---	(776,975)	223,495
Other state agencies	335,094,123	---	817,757	335,911,880
Total expenditures	338,779,252	---	(885,894)	337,893,358
Excess of revenues over (under) expenditures	626,662,195	---	885,894	627,548,089
Leases issued	1,023,053	---	(885,894)	137,159
Total other financing sources (uses)	(610,541,687)	---	(885,894)	(611,427,581)

Note 17: Subsequent Events

During the 2023 legislative season, the Governor and Missouri General Assembly passed the signed Truly Agreed and Finally Passed House Bill 4 and House Bill 5. House Bill 4 authorized the Office of Administration and the Missouri Highways and Transportation Commission (Commission) to execute a financing agreement that the State will pledge sufficient General Revenue funds to be the first recourse for payment of the debt service on Commission bonds issued to finance the planning, designing, constructing, reconstructing, rehabilitating, and significant repair of Interstate 70 on the State Highway System to provide three lanes of traffic in both directions from Blue Springs to Wentzville (the “Improve I-70 Program”). The Department anticipates issuing approximately $481,780,000 in bonds in the fall of 2025 for the Improve I-70 Program. This transaction will occur after the fiscal year-end and does not affect the June 30, 2025 financial position; however, due to its significance, it is disclosed here as a subsequent event.

Required Supplementary Information

Required Supplementary Information

Budgetary Comparison Schedules – State Highways and Transportation Department Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Budgeted Amounts			Variances Between Final Budget and Actual	
	Original	Final	Actual	2025	2024
Budgetary fund balance, beginning of year	$ 14,723,696	$ 14,723,696	$ 14,723,696	$ ---	$ ---
Resources (inflows)					
Fuel taxes	783,906,455	783,906,455	786,398,729	2,492,274	(8,747,321)
License, fees and permits	238,831,424	238,831,424	225,269,903	(13,561,521)	(3,903,293)
Vehicle sales taxes	1,988,243	1,988,243	2,191,891	203,648	(379,304)
Interest	1,246,207	1,246,207	2,375,558	1,129,351	1,903,869
Intergovernmental/cost reimbursements/miscellaneous	1,227,709	1,227,709	6,731,101	5,503,392	690,165
Amount available for Appropriation	1,041,923,734	1,041,923,734	1,037,690,878	(4,232,856)	(10,435,884)
Charges to appropriations (outflows)					
Appropriations spent by other state agencies	383,079,000	383,079,000	350,405,601	32,673,399	58,059,519
Total charges to appropriations	383,079,000	383,079,000	350,405,601	32,673,399	58,059,519
Transfers to State Road Fund	(813,945,000)	(813,945,000)	(668,828,975)	145,116,025	202,380,260
Budgetary fund balance, end of year	$ (155,100,266)	$ (155,100,266)	$ 18,456,302	$173,556,568	$250,003,895

Required Supplementary Information

Budgetary Comparison Schedules – State Road Fund, State Road I-70 Fund Bond Proceeds Fund and State Road Fund I-70 Project Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Budgeted Amounts			Variances Between Final Budget and Actual	
	Original	Final	Actual	2025	2024
Budgetary fund balance, beginning of year	$ 1,809,056,036	$ 1,809,056,036	$ 1,809,056,036	$ ---	$ ---
Resources (inflows)					
Fuel taxes	144,545	144,545	114,488	(30,057)	(88,382)
License, fees and permits	100,804,576	100,804,576	117,086,950	16,282,374	11,906,298
Vehicle sales taxes	229,283,889	229,283,889	234,332,105	5,048,216	13,434,403
Interest	25,742,580	25,742,580	56,857,964	31,115,384	35,452,636
Intergovernmental/cost reimbursements/miscellaneous	351,695,291	351,695,291	121,433,476	(230,261,815)	(124,033,942)
Bond proceeds	---	---	---	---	---
Federal government	1,528,557,000	1,528,557,000	1,488,661,970	(39,895,030)	(6,366,516)
Amount available for Appropriation	4,045,283,917	4,045,283,917	3,827,542,989	(217,740,928)	(69,695,503)
Charges to appropriations (outflows)					
Administration					
Personal service	23,990,644	23,990,644	22,548,006	1,442,638	1,640,881
Expense and equipment	6,646,988	6,646,988	3,332,499	3,314,489	3,677,433
Safety and Operations					
Personal service	184,227,174	184,227,174	174,463,582	9,763,592	16,985,333
Expense and equipment	288,744,857	288,744,857	281,739,276	7,005,581	13,635,293
Program Delivery					
Personal service	95,402,721	95,402,721	86,226,249	9,176,472	8,899,256
Expense and equipment	41,116,822	41,116,822	25,429,579	15,687,243	2,558,699
Program	3,157,527,936	3,117,527,936	2,105,174,708	1,012,353,228	419,566,690
Fleet, facilities and information systems					
Personal service	14,743,239	14,743,239	13,652,218	1,091,021	1,606,223
Expense and equipment	108,456,667	108,456,667	102,891,654	5,565,013	8,188,868
Multimodal operations					
Personal service	674,001	674,001	534,571	139,430	54,261
Expense and equipment	42,200	42,200	21,263	20,937	19,938
Program	176,000	176,000	176,000	---	---
Fringe benefits					
Retirement and long-term disability	186,159,981	186,159,981	149,602,216	36,557,765	23,382,116
Medical, life insurance and EAP	58,048,677	58,048,677	53,172,206	4,876,471	8,414,518
Retiree medical insurance	20,239,968	20,239,968	19,650,095	589,873	790,349
Workers' compensation	9,227,380	9,227,380	9,000,000	227,380	227,380
Other fringe benefits	28,684,828	28,684,828	25,634,895	3,049,933	10,140,754
Total charges to Appropriations	4,224,110,083	4,184,110,083	3,073,249,017	1,110,861,066	519,787,992
Transfers from Highway Fund	813,945,000	813,945,000	668,828,975	(145,116,025)	(202,380,260)
Transfer from State Treasury Fund	539,098,000	539,098,000	351,467,302	(187,630,698)	(2,285)
Transfers from Multimodal Funds[1]	1,078,134	1,078,134	432,001	(646,133)	(700,860)
Total Transfers	1,354,121,134	1,354,121,134	1,020,728,278	(333,392,856)	(203,083,405)
Budgetary fund balance, end of year	$ 1,175,294,968	$ 1,215,294,968	$ 1,775,022,250	$ 559,727,282	$ 247,009,084

[1] The transfers from Multimodal Funds reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.

Required Supplementary Information

Budget Basis to GAAP Reconciliations and Disclosure

Years Ended June 30, 2025 and 2024

The following are reconciliations of the differences between the State's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis for 2025:

	State Highways and Transportation Department Fund	State Road Fund
Fund balance, budgetary basis	$ 18,456,302	$ 1,775,022,250
Receivables	169,666,024	196,137,540
Due from other funds	---	---
Inventories	---	58,094,305
Prepaid rents	---	2,927,465
Payables	(14,898,426)	(212,476,473)
Deposits	---	(1,413,672)
Unearned revenue	---	(54,736,643)
Unavailable revenues	(5,689,023)	(18,887,654)
Cash adjustments – Local Fund	---	40,738,348
Change in fair value of investments	(173,265)	(16,108,027)
Fund balance, GAAP basis	$ 167,361,612	$ 1,769,297,439

The following are reconciliations of the differences between the State's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis for 2024 (as restated):

	State Highways and Transportation Department Fund	State Road Fund
Fund balance, budgetary basis	$ 14,723,696	$ 1,809,594,463
Receivables	158,951,449	218,103,707
Due from other funds	---	111,005
Inventories	---	53,088,761
Prepaid rents	---	2,245,885
Payables	(13,589,916)	(155,846,709)
Deposits	---	(1,593,182)
Unearned revenue	---	(44,361,345)
Unavailable revenues	(4,225,262)	(23,787,219)
Cash adjustments – Local Fund	---	43,782,535
Lapse period adjustments, revenue	(187,117)	187,117
Change in fair value of investments	(449,775)	(55,213,269)
Fund balance, GAAP basis	$ 155,223,075	$ 1,846,311,749

Budgetary Principles and Presentation

The budgetary comparison schedules are presented on the State's budgetary basis of accounting. Under this basis, revenues are recognized when cash is received. Expenditures are recognized for cash disbursements made during the fiscal year and for cash adjustments made in the lapse period, as defined by the Office of Administration.

All governmental funds reported by MoDOT have legally adopted annual budgets. The legal authority for approval of the Department's budget and amendments for the State Highways and Transportation Department Fund rests with the State Legislature. The Commission approves the State Road Fund budget and amendments. The fund level is the legal level of control for the State Road Fund. However, at any time, the Commission may approve the Department to spend more or less than the State Legislature or the fund level of the State Road Fund, which will drive the Department's budget to be higher or lower than the other legal limits.

The Department develops its budget through processes involving the districts and the central office divisions. Upon Commission approval, the legislative submittal is sent to the Office of Administration by October 1 and is forwarded to the Governor's Office. The Governor develops a recommendation regarding the budget and forwards both the budget request and the recommendation to the Legislature. The Legislature generally acts on budget matters between January and May. The Governor has veto authority and generally acts on those matters in June. The Commission approves the budget in June based on the levels approved by the General Assembly and then the Commission approves amendments, if needed, to reflect any vetoes made by the Governor.

Required Supplementary Information

Schedule of Proportionate Share of Net Pension Liability (NPL)

Actuarial Valuation Date	MoDOT's Proportion of NPL	MoDOT's Share of NPL	MoDOT's Covered Payroll	MoDOT's NPL as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of Total Pension Liability
6/30/2024	62.10%	$ 798,398,557	$272,615,127	292.87%	74.10%
6/30/2023	62.45	891,638,345	250,299,278	356.23	69.68
6/30/2022	61.74	829,471,937	226,890,383	365.58	69.54
6/30/2021	61.70	826,871,121	221,755,933	372.87	69.15
6/30/2020	62.59	1,083,118,704	227,815,246	475.44	57.71
6/30/2019	62.35	1,006,396,262	226,173,147	444.97	60.02
6/30/2018	62.39	1,040,233,956	219,256,041	474.44	58.13
6/30/2017	62.01	1,012,417,855	219,668,223	460.88	57.06
6/30/2016	62.03	1,097,719,514	212,224,044	517.25	52.96
6/30/2015	62.23	1,061,941,581	212,044,879	500.81	54.08

Required Supplementary Information

Schedule of Pension Contributions

Fiscal Year	Actuarially Determined Contributions	Actual Contributions	Contribution Deficiency (Excess)	Covered Payroll	Contributions as of Percentage of Covered Payroll
2025	$150,389,238	$150,389,238	$---	$259,291,790	58.00%
2024	156,891,155	156,891,155	---	269,757,832	58.16
2023	144,460,527	144,460,527	---	250,299,278	58.00
2022[1]	130,469,863	130,469,863	---	226,890,383	58.00
2021	127,707,962	127,707,962	---	221,755,933	58.00
2020	131,366,043	131,366,043	---	227,815,246	58.00
2019[2]	130,420,220	130,420,220	---	226,173,147	58.00
2018	127,168,503	127,168,503	---	219,256,041	58.00
2017	127,407,569	127,407,569	---	219,668,223	58.00
2016	123,196,057	123,196,057	---	212,224,044	58.05

[1] For the plan year ended June 30, 2021, there were no changes to the plan's benefit terms. Economic assumptions lowered to 6.50 percent investment return.

[2] For the plan year ended June 30, 2018, there were no changes to the plan's benefit terms. Assumed rates of withdrawal, disability, retirement and wage increases due to merit and longevity were adjusted to more closely track experience. Mortality tables were updated to use the RP-2014 Healthy Annuitant, Employee and Disabled Retiree Annuitant tables projected to 2022 using scale MP-2017. Economic assumptions lowered to 7.00% investment return, 3.00% wage inflation and 2.25% price inflation. Other miscellaneous changes were made for potential survivor benefits, sick leave, etc.

Required Supplementary Information

Schedule of Proportionate Share of Total OPEB Liability Last 10 Fiscal Years*

(Dollar amounts in thousands)

Fiscal Year	Department's Proportion of Total OPEB Liability	Department's Proportionate Share of the Total OPEB Liability	Department's Covered Employee Payroll	Department's Proportionate Share of The Total OPEB Liability as a Percentage of its Covered Employee Payroll	Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability
2025	100.0%	$367,458	$279,357	132%	n/a
2024	100.0	376,986	256,698	147	n/a
2023	100.0	755,955	232,969	324	n/a
2022	100.0	932,684	234,924	397	n/a
2021	100.0	935,765	234,924	398	n/a
2020	100.0	738,785	232,227	318	n/a
2019	100.0	772,732	226,598	341	n/a
2018	100.0	776,187	226,826	342	n/a
2017	100.0	825,952	220,401	383	n/a

*The amounts presented for each fiscal year were determined as of the measurement date. This schedule will ultimately present ten years of data when available.

The Insurance Plan is an internal service fund of the Department and is funded on a pay-as-you-go basis. The Plan is not a trust and does not have a fiduciary net position.

Required Supplementary Information

Schedule of Proportionate Share of Total OPEB Contributions Last 10 Fiscal Years*

(Dollar amounts in thousands)

Fiscal Year	Required Contributions	Actual Contributions	Contribution Deficiency/Excess	Department's Covered Employee Payroll	Contributions as a Percentage of Covered Employee Payroll
2025	$---	$19,650	$---	$279,357	7.0%
2024	---	17,950	---	256,698	7.0
2023	---	17,115	---	232,969	7.3
2022	---	17,636	---	234,924	7.5
2021	---	17,661	---	234,924	7.5
2020	---	17,558	---	232,227	7.6
2019	---	17,623	---	226,598	7.8
2018	---	17,146	---	226,826	7.6
2017	---	15,985	---	220,401	7.3

*The amounts presented for each year were determined as of the fiscal year end. This schedule will ultimately present ten years of data when available.

The Insurance Plan is an internal service fund of the Department and is financed on a pay-as-you go basis. The Plan's funding is not based on covered payroll; the required information is displayed for information purposes. Refer to the Medical and Life Insurance Plan and Other Postemployment Benefits disclosures in the Notes to the Financial Statements for further information on the Insurance Plan.

No assets have been accumulated in a trust to pay related benefits.

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Required Supplementary Information

Schedule of Changes in the Department's Total OPEB Liability and Related Ratios*

(Dollar amounts in thousands)

	2025	2024	2023	2022
Service cost	6,436	16,903	26,558	26,108
Interest	13,667	27,059	20,535	21,064
Changes of benefit terms	---	---	---	---
Difference between expected and actual experience	823	(16,231)	(4,714)	(23,792)
Changes of assumptions or other inputs	(12,345)	(389,600)	(201,923)	(8,825)
Benefit payments	(18,109)	(17,100)	(17,185)	(17,636)
Net change in total OPEB liability	(9,528)	(378,969)	(176,729)	(3,081)
Total OPEB liability beginning	376,986	755,955	932,684	935,765
Total OPEB liability ending	367,458	376,986	755,955	932,684
Covered employee payroll	279,357	256,698	232,969	234,924
Total OPEB liability as a percentage of covered payroll	132%	147%	324%	397%

There were no changes in benefit terms. The change in assumption was the discount rate.

Changes of assumptions and other inputs reflect the effects of changes in the discount rate each fiscal year. Discount rates used for fiscal years 2025 and 2024 were 3.93 percent and 3.65 percent, respectively.

No assets have been accumulated in a trust to pay related benefits.

* This schedule will ultimately present ten years of data when available.

2021	2020	2019	2018
17,405	24,600	25,561	31,492
26,236	30,520	27,481	24,779
---	---	---	---
(2,646)	(36,658)	(1,758)	---
173,546	(34,827)	(37,482)	(110,051)
(17,561)	(17,582)	(17,257)	(15,985)
196,980	(33,947)	(3,455)	(69,765)
738,785	772,732	776,187	845,952
935,765	738,785	772,732	776,187
234,924	232,227	226,598	226,823
398%	318%	341%	342%

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Combining Financial Statements Nonmajor Governmental Funds

Combining Balance Sheets

Nonmajor Governmental Funds – Special Revenue

June 30, 2025

With Summarized Financial Information for 2024

	Multimodal Federal and Stimulus Fund	State General Revenue and Budget Stabilization Fund	State Transportation Fund	Aviation Trust Fund	State Transportation Assistance Revolving Fund	MCS Federal Fund
Assets						
Cash and cash equivalents	$ 1,016,391	$ ---	$ 5,653,098	$ 1,906,030	$ 474,750	$ 308,644
Investments	---	---	---	16,386,809	4,099,952	---
State taxes and fees receivable	---	---	470,400	273,788	---	---
Federal government receivable	5,972,444	---	---	---	---	499,985
Interest receivable	---	---	---	112,576	32,358	---
Miscellaneous receivables, net	---	10,849,020	---	---	---	---
Loans receivable	---	---	---	---	171,815	---
Total assets	$ 6,988,835	$ 10,849,020	$ 6,123,498	$18,679,203	$ 4,778,875	$ 808,629
Liabilities, Deferred Inflows of Resources and Fund Balances						
Liabilities						
Accounts payable	$ 5,944,888	$ 10,849,020	$ 5,312	$ 55,457	$ ---	$ 499,985
Accrued payroll	40,445	---	11,257	57,660	---	---
Unearned revenue	1,473,893	---	---	---	---	---
Due to other funds	---	---	---	---	---	---
Total liabilities	7,459,226	10,849,020	16,569	113,117	---	499,985
Deferred Inflows of Resources						
Unavailable revenues	---	---	---	---	---	---
Total deferred inflows of resources	---	---	---	---	---	---
Fund Balances						
Unassigned	(470,393)	---	---	---	---	---
Restricted – highways and transportation	2	---	6,106,929	18,566,086	4,778,875	308,644
Total fund balances	(470,391)	---	6,106,929	18,566,086	4,778,875	308,644
Total liabilities, deferred inflows of resources and fund balances	$ 6,988,835	$ 10,849,020	$ 6,123,498	$18,679,203	$ 4,778,875	$ 808,629

Grade Crossing Safety Fund	Railroad Expense Fund	Highway Safety Fund	Motorcycle Safety Fund	Waterways And Ports Trust Fund	Total 2025	Total 2024
$ 4,073,917	$1,699,101	$ 246,371	$ 279,470	$ 9,503,610	$25,161,382	$17,061,605
---	---	---	---	---	20,486,761	17,263,965
88,865	---	---	---	---	833,053	1,374,998
---	---	1,841,028	---	---	8,313,457	5,421,594
---	---	---	---	58,106	203,040	142,627
611	228,371	5,045	---	---	11,083,047	6,763,040
---	---	---	---	---	171,815	289,712
$ 4,163,393	$1,927,472	$2,092,444	$ 279,470	$ 9,561,716	$66,252,555	$48,317,541
$ 263,357	$ 10,011	$1,806,744	$ ---	$ ---	$19,434,774	$12,185,502
---	36,710	34,284	---	---	180,356	179,576
---	---	---	---	---	1,473,893	1,731,688
---	---	---	---	---	---	111,005
263,357	46,721	1,841,028	---	---	21,089,023	14,207,771
---	---	---	---	---	---	32,000
---	---	---	---	---	---	32,000
---	---	---	---	---	(470,393)	(31,999)
3,900,036	1,880,751	251,416	279,470	9,561,716	45,633,925	34,109,769
3,900,036	1,880,751	251,416	279,470	9,561,716	45,163,532	34,077,770
$ 4,163,393	$1,927,472	$2,092,444	$ 279,470	$ 9,561,716	$66,252,555	$48,317,541

Combining Statements of Revenues, Expenditures and Changes in Fund Balances

Nonmajor Governmental Funds – Special Revenue
Year Ended June 30, 2025
With Summarized Financial Information for 2024

	Multimodal Federal and Stimulus Fund	State General Revenue and Budget Stabilization Fund	State Transportation Fund	Aviation Trust Fund	State Transportation Assistance Revolving Fund	MCS Federal Fund
Revenues						
Fuel taxes	$ ---	$ ---	$ ---	$ 262,239	$ ---	$ ---
Sales taxes	---	---	6,224,076	5,356,526	---	---
Licenses, fees and permits	---	---	---	---	---	---
Intergovernmental/cost reimbursements/miscellaneous	2,597,893	---	---	6	---	93
Investment earnings	---	---	---	817,946	226,237	---
State government	---	382,051,869	---	---	---	---
Federal government	99,142,691	---	28	---	---	4,519,344
Total revenues	101,740,584	382,051,869	6,224,104	6,436,717	226,237	4,519,437
Expenditures						
Current						
Safety and operations	---	---	---	---	---	4,644,541
Program delivery	---	13,629,153	---	---	---	---
Multimodal operations	101,432,622	65,772,630	6,558,632	4,155,838	1,523	---
Capital outlay	624,288	113,785,421	---	---	---	---
Total expenditures	102,056,910	193,187,204	6,558,632	4,155,838	1,523	4,644,541
Excess of revenues over (under) expenditures	(316,326)	188,864,665	(334,528)	2,280,879	224,714	(125,104)
Other Financing Sources (Uses)						
Transfers in	---	---	---	---	---	---
Transfers out	(130,485)	(188,864,665)	(32,239)	(137,398)	---	---
Total other financing sources (uses)	(130,485)	(188,864,665)	(32,239)	(137,398)	---	---
Net Changes in Fund Balances	(446,811)	---	(366,767)	2,143,481	224,714	(125,104)
Fund Balances, beginning of year	(23,580)	---	6,473,696	16,422,605	4,554,161	433,748
Fund Balances, end of year	$ (470,391)	$ ---	$ 6,106,929	$18,566,086	$ 4,778,875	$ 308,644

Grade Crossing Safety Fund	Railroad Expense Fund	Highway Safety Fund	Motorcycle Safety Fund	Waterways and Ports Trust Fund	Total 2025	Total 2024
$ ---	$ ---	$ ---	$ ---	$ ---	$ 262,239	$ 197,729
---	---	---	---	---	11,580,602	12,547,378
1,390,850	2,082,423	---	188,001	---	3,661,274	2,729,237
---	---	(2,319)	---	---	2,595,673	2,804,273
---	---	---	---	196,131	1,240,314	809,477
---	---	---	---	---	382,051,869	285,018,642
---	---	22,405,841	---	---	126,067,904	93,208,507
1,390,850	2,082,423	22,403,522	188,001	196,131	527,459,875	397,315,243
---	---	22,456,885	204,536	---	27,305,962	26,526,908
---	---	---	---	---	13,629,153	4,882,983
1,077,204	1,118,096	---	---	1,906,375	182,022,920	124,403,601
981,664	---	---	---	---	115,391,373	56,268,216
2,058,868	1,118,096	22,456,885	204,536	1,906,375	338,349,408	212,081,708
(668,018)	964,327	(53,363)	(16,535)	(1,710,244)	189,110,467	185,233,535
---	---	---	---	11,271,960	11,271,960	---
---	(131,878)	---	---	---	(189,296,665)	(181,617,988)
---	(131,878)	---	---	11,271,960	(178,024,705)	(181,617,988)
(668,018)	832,449	(53,363)	(16,535)	9,561,716	11,085,762	3,615,547
4,568,054	1,048,302	304,779	296,005	---	34,077,770	30,462,223
$3,900,036	$ 1,880,751	$ 251,416	$ 279,470	$ 9,561,716	$ 45,163,532	$ 34,077,770

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Combining Financial Statements Proprietary Funds

Combining Statements of Net Position

Proprietary Funds – Internal Service

June 30, 2025

With Summarized Financial Information for 2024

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total 2025	Total 2024
Assets				
Current assets				
Cash and cash equivalents	$ 10,894,115	$ 5,362,786	$ 16,256,901	$ 22,165,871
Investments	22,586,660	53,252,303	75,838,963	35,497,863
Restricted investments	---	200,000	200,000	200,000
Interest receivable	40,600	300,470	341,070	414,795
Miscellaneous receivables	2,432,249	---	2,432,249	3,825,953
Total current assets	35,953,624	59,115,559	95,069,183	62,104,482
Noncurrent assets				
Investments	12,044,706	47,148,157	59,192,863	97,053,255
Restricted investments	---	---	---	---
Total noncurrent assets	12,044,706	47,148,157	59,192,863	97,053,255
Total assets	47,998,330	106,263,716	154,262,046	159,157,737
Liabilities				
Current liabilities				
Accounts payable	4,182	47,097	51,279	15,198
Unearned revenue	7,893,606	---	7,893,606	7,867,398
Pending self insurance claims	---	20,119,000	20,119,000	19,864,000
Incurred but not reported claims	11,500,000	8,946,000	20,446,000	17,244,000
Total current liabilities	19,397,788	29,112,097	48,509,885	44,990,596
Noncurrent liabilities				
Pending self insurance claims	---	50,051,533	50,051,533	48,668,083
Incurred but not reported claims	---	22,255,000	22,255,000	18,484,000
Total noncurrent liabilities	---	72,306,533	72,306,533	67,152,083
Total liabilities	19,397,788	101,418,630	120,816,418	112,142,679
Net Position				
Restricted net position	---	200,000	200,000	200,000
Unrestricted net position	28,600,542	4,645,086	33,245,628	46,815,058
Total net position	$ 28,600,542	$ 4,845,086	$ 33,445,628	$ 47,015,058

Combining Statements of Revenues, Expenses and Changes in Net Position

Proprietary Funds – Internal Service

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total 2025	Total 2024
Operating Revenues				
Self insurance premiums				
Highway workers' compensation	$ ---	$ 9,000,000	$ 9,000,000	$ 9,000,000
Highway patrol workers' compensation	---	3,000,000	3,000,000	3,000,000
Highway fleet vehicle liability	---	3,000,000	3,000,000	3,000,000
Highway general liability	---	4,000,003	4,000,003	4,000,000
Medical insurance premiums				
State	107,953,031	---	107,953,031	95,566,359
Member	36,583,526	---	36,583,526	34,834,442
Other	9,732,559	393,450	10,126,009	7,306,091
Total operating revenues	154,269,116	19,393,453	173,662,569	156,706,892
Operating Expenses				
Self insurance programs				
Highway workers' compensation	---	7,680,749	7,680,749	5,988,988
Highway patrol workers' compensation	---	3,166,196	3,166,196	3,031,185
Highway fleet vehicle liability	---	1,855,225	1,855,225	2,019,894
Highway general liability	---	18,985,249	18,985,249	18,981,767
Other	---	1,005,937	1,005,937	1,045,730
Medical and life insurance program				
Insurance premiums	8,097,759	---	8,097,759	7,879,493
Medical benefits	110,717,661	---	110,717,661	99,125,199
Prescription drug benefits	31,118,887	---	31,118,887	30,684,893
Professional fees	386,847	---	386,847	648,677
Administrative services	12,364,160	---	12,364,160	8,455,987
Total operating expenses	162,685,314	32,693,356	195,378,670	177,861,813
Operating income (loss)	(8,416,198)	(13,299,903)	(21,716,101)	(21,154,921)
Nonoperating Revenues				
Net appreciation and investment income	2,383,276	5,763,395	8,146,671	8,222,485
Total nonoperating revenues	2,383,276	5,763,395	8,146,671	8,222,485
Changes in Net Position	(6,032,922)	(7,536,508)	(13,569,430)	(12,932,436)
Net Position, beginning of year	34,633,464	12,381,594	47,015,058	59,947,494
Net Position, end of year	$ 28,600,542	$ 4,845,086	$ 33,445,628	$ 47,015,058

Combining Statements of Cash Flows

Proprietary Funds – Internal Service

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total 2025	Total 2024
Cash Flows From Operating Activities				
Receipts from interfund services provided	$ 155,662,821	$ 19,393,453	$ 175,056,274	$ 156,476,615
Payments for interfund services used	(148,108,099)	(24,875,969)	(172,984,068)	(152,468,940)
Payments to suppliers	(12,750,523)	(970,340)	(13,720,863)	(10,216,153)
Net cash provided by (used in) operating activities	(5,195,801)	(6,452,856)	(11,648,657)	(6,208,478)
Cash Flows From Investing Activities				
Proceeds from sale and maturities of investments	94,686,678	128,542,856	223,229,534	32,676,935
Purchases of investments	(92,136,583)	(129,089,530)	(221,226,113)	(31,105,251)
Interest received	1,017,940	2,849,033	3,866,973	3,796,142
Investment fees	(34,994)	(95,713)	(130,707)	(122,925)
Net cash provided by (used in) investing activities	3,533,041	2,206,646	5,739,687	5,244,901
Net increase (decrease) in cash and cash equivalents	(1,662,760)	(4,246,210)	(5,908,970)	(963,577)
Cash and Cash Equivalents, beginning of year	12,556,875	9,608,996	22,165,871	23,129,448
Cash and Cash Equivalents, end of year	$ 10,894,115	$ 5,362,786	$ 16,256,901	$ 22,165,871
Reconciliation of Operating Income (Loss) to Net Cash Provided by (Used in) Operating Activities				
Operating income (loss)	$ (8,416,198)	$ (13,299,903)	$ (21,716,101)	$ (21,154,921)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities				
Receivables	1,393,705	---	1,393,705	(230,278)
Accounts and claims payable	1,800,484	6,847,047	8,647,531	14,968,170
Unearned revenue	26,208	---	26,208	208,551
Net cash provided by (used in) operating activities	$ (5,195,801)	$ (6,452,856)	$ (11,648,657)	$ (6,208,478)
Noncash Items Impacting Recorded Assets				
Increase (decrease) in fair value of investments	$ 1,441,742	$ 3,042,389	$ 4,484,131	$ 4,450,816

Budgetary Comparison Schedules and Reconciliations Debt Service and Nonmajor Governmental Funds

Budgetary Comparison Schedule and Reconciliation

Debt Service – State Road Bond Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$132,018,755	$132,018,755	$ ---	$ ---
Resources (inflows)				
Vehicle sales taxes	235,565,868	240,718,271	5,152,403	13,785,503
Interest	2,991,213	6,073,331	3,082,118	4,780,141
Incidentals	---	5,665,822	5,665,822	(10,022,783)
Amount available for appropriation	370,575,836	384,476,179	13,900,343	8,542,861
Charges to appropriations (outflows)				
Bond principal and interest payments	241,259,881	237,979,928	3,279,953	91,923
Total charges to appropriations	241,259,881	237,979,928	3,279,953	91,923
Budgetary fund balance, end of year	$129,315,955	$146,496,251	$17,180,296	$ 8,634,784

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$146,496,251
Receivables	18,692,244
Unavailable revenues	(142,912)
Change in fair value of investments	(1,385,109)
GAAP basis fund balance, end of year	$163,660,474

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Multimodal Federal and Stimulus Funds and ARPA

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 1,740,108	$ 1,740,108	$ ---	$ ---
Resources (inflows)				
Intergovernmental/cost reimbursement/miscellaneous	---	2,903,552	2,903,552	3,057,699
American Rescue Plan Act (ARPA)	11,255,467	---	(11,255,467)	---
American Recovery and Reinvestment Act	10,610,105	---	(10,610,105)	---
Federal government	204,715,539	94,793,488	(109,922,051)	(144,008,685)
Amount available for appropriation	228,321,219	99,437,148	(128,884,071)	(140,950,986)
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	790,712	709,152	81,560	158,493
Fringe benefits				
Retirement and long-term disability	452,270	364,656	87,614	97,740
Medical and life insurance	139,390	128,283	11,107	10,514
Other fringe benefits	61,228	60,031	1,197	101,212
Expense and equipment	442,402	185,618	256,784	275,353
Program	224,721,534	96,973,016	127,748,518	141,883,339
Total charges to appropriations	226,607,536	98,420,757	128,186,779	142,526,651
Budgetary fund balance, end of year	$ 1,713,683	$ 1,016,391	$ (697,292)	$ 1,575,665

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$ 1,016,391
Receivables	5,972,444
Payables	(5,985,333)
Unearned revenues	(1,473,893)
Deferred revenues	---
Due to other funds	---
GAAP basis fund balance, end of year	$ (470,391)

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – State General Revenue and Budget Stabilization Funds

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ ---	$ ---	$ ---	$ ---
Resources (inflows)				
State government	437,292,521	189,090,417	(248,202,104)	(160,657,252)
Amount available for appropriation	437,292,521	189,090,417	(248,202,104)	(160,657,252)
Charges to appropriations (outflows)				
Safety and operations				
Program	100,000,000	33,633,053	66,366,947	---
Multimodal operations				
Program	136,580,480	65,012,526	71,567,954	84,694,223
Program delivery				
Program	200,712,041	90,444,838	110,267,203	75,963,029
Total charges to appropriations	437,292,521	189,090,417	248,202,104	160,657,252
Budgetary fund balance, end of year	$ ---	$ ---	$ ---	$ ---

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$ ---
Receivables	10,849,020
Payables	(10,849,020)
GAAP basis fund balance, end of year	$ ---

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental - State Transportation Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 5,827,796	$ 5,827,796	$ ---	$ ---
Resources (inflows)				
Sales taxes	6,281,000	6,420,099	139,099	(752)
Interest	6	---	(6)	8,490
Intergovernmental/cost reimbursement/ miscellaneous	---	28	28	(1)
Amount available for appropriation	12,108,802	12,247,923	139,121	7,737
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	204,955	162,483	42,472	33,134
Fringe benefits				
Retirement and long-term disability	118,963	82,901	36,062	21,427
Medical and life insurance	28,781	26,159	2,622	(2,033)
Other fringe benefits	19,079	13,574	5,505	8,963
Expense and equipment	537,047	99,488	437,559	85,677
Program	7,196,844	6,210,220	986,624	2,306,711
Total charges to appropriations	8,105,669	6,594,825	1,510,844	2,453,879
Budgetary fund balance, end of year	$ 4,003,133	$ 5,653,098	$1,649,965	$2,461,616

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$5,653,098
Receivables	470,400
Payables	(16,569)
Due to other funds	---
GAAP basis fund balance, end of year	$6,106,929

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental - Aviation Trust Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$16,202,514	$16,202,514	$ ---	$ ---
Resources (inflows)				
Fuel taxes	236,000	248,019	12,019	(60,729)
Sales taxes	5,574,000	5,699,624	125,624	(576,853)
Interest	535,000	543,984	8,984	32,129
Intergovernmental/cost Reimbursements/miscellaneous	6,000	6	(5,994)	(3,752)
Federal government	---	---	---	---
Amount available for appropriation	22,553,514	22,694,147	140,633	(609,205)
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	861,408	603,208	258,200	38,772
Fringe benefits				
Retirement and Long-Term Disability	506,437	313,133	193,304	26,983
Medical and Life Insurance	133,333	84,285	49,048	22,831
Other Fringe Benefits	66,888	50,401	16,487	29,349
Expense and equipment	307,540	293,804	13,736	27,395
Program	10,000,000	2,925,265	7,074,735	7,199,657
Total charges to appropriations	11,875,606	4,270,096	7,605,510	7,344,987
Budgetary fund balance, end of year	$10,677,908	$18,424,051	$7,746,143	$6,735,782

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$18,424,051
Receivables	386,364
Payables	(113,117)
Due to other funds	---
Change in fair value of investments	(131,212)
GAAP basis fund balance, end of year	$18,566,086

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – State Transportation Assistance Revolving Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 4,336,576	$ 4,336,576	$ ---	$ ---
Resources (inflows)				
Interest	143,000	154,581	11,581	131,725
License, Fees, and Permits	118,000	---	(118,000)	(116,000)
Intergovernmental/cost reimbursements/miscellaneous	---	117,897	117,897	115,542
Amount available for appropriation	4,597,576	4,609,054	11,478	131,267
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	1,523	1,523	---	---
Program	1,000,000	---	1,000,000	1,000,000
Total charges to appropriations	1,001,523	1,523	1,000,000	1,000,000
Budgetary fund balance, end of year	$ 3,596,053	$ 4,607,531	$1,011,478	$1,131,267

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$4,607,531
Receivables	204,173
Change in fair value of investments	(32,829)
GAAP basis fund balance, end of year	$4,778,875

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – MCS Federal Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 433,748	$ 433,748	$ ---	$ ---
Resources (inflows)				
Intergovernmental/cost reimbursements/miscellaneous	---	93	93	92
Federal government	5,750,691	4,706,302	(1,044,389)	(1,595,944)
Amount available for appropriation	6,184,439	5,140,143	(1,044,296)	(1,595,852)
Charges to appropriations (outflows)				
Safety and Operations				
Program	5,750,691	4,831,499	919,192	1,736,229
Total charges to appropriations	5,750,691	4,831,499	919,192	1,736,229
Budgetary fund balance, end of year	$ 433,748	$ 308,644	$ (125,104)	$ 140,377

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$ 308,644
Receivables	499,985
Payables	(499,985)
GAAP basis fund balance, end of year	$ 308,644

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Grade Crossing Safety Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 4,561,223	$4,561,223	$ ---	$ ---
Resources (inflows)				
License, fees and permits	1,326,000	1,407,894	81,894	(73,944)
Intergovernmental/cost reimbursements/miscellaneous Interest	---	---	---	---
Interest	---	---	---	1,889
Amount available for appropriations	5,887,223	5,969,117	81,894	(72,055)
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	22,324	22,324	---	---
Program	3,000,000	1,872,876	1,127,124	1,204,778
Total charges to appropriations	3,022,324	1,895,200	1,127,124	1,204,778
Budgetary fund balance, end of year	$ 2,864,899	$4,073,917	$1,209,018	$1,132,723

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$4,073,917
Receivables	89,476
Payables	(263,357)
GAAP basis fund balance, end of year	$3,900,036

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Railroad Expense Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 1,134,894	$1,134,894	$ ---	$ ---
Resources (inflows)				
License, fees and permits	2,082,000	1,856,051	(225,949)	18,848
Intergovernmental/cost reimbursements/miscellaneous	---	---	---	1,749
Amount available for appropriation	3,216,894	2,990,945	(225,949)	20,597
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	745,587	601,856	143,731	136,592
Fringe benefits				
Retirement and Long-Term Disability	432,704	294,493	138,211	94,228
Medical and Life Insurance	122,431	100,416	22,015	16,862
Other Fringe Benefits	63,680	49,289	14,391	68,294
Expense and equipment	873,478	245,790	627,688	621,424
Total charges to appropriations	2,237,880	1,291,844	946,036	937,400
Budgetary fund balance, end of year	$ 979,014	$1,699,101	$ 720,087	$ 957,997

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$1,699,101
Receivables	228,371
Payables	(46,721)
Due to other funds	---
GAAP basis fund balance, end of year	$1,880,751

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Highway Safety Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 296,582	$ 296,582	$ ---	$ ---
Resources (inflows)				
Intergovernmental/cost reimbursements/miscellaneous	---	833	833	1,617
Federal government	26,039,428	23,644,224	(2,395,204)	(1,046,858)
Amount available for appropriation	26,336,010	23,941,639	(2,394,371)	(1,045,241)
Charges to appropriations (outflows)				
Safety and Operations				
Personal service	550,423	488,588	61,835	45,475
Fringe benefits				
Retirement and Long-Term Disability	296,275	238,306	57,969	44,395
Medical and Life Insurance	78,163	66,299	11,864	6,478
Other Fringe Benefits	51,402	39,685	11,717	17,504
Expense and equipment	62,582	14,414	48,168	43,436
Program	25,000,583	22,847,976	2,152,607	788,194
Total charges to appropriations	26,039,428	23,695,268	2,344,160	945,482
Budgetary fund balance, end of year	$ 296,582	$ 246,371	$ (50,211)	$ (99,759)

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$ 246,371
Receivables	1,846,073
Payables	(1,841,028)
GAAP basis fund balance, end of year	$ 251,416

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Motorcycle Safety Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ 298,761	$ 298,761	$ ---	$ ---
Resources (inflows)				
License, fees and permits	201,493	188,001	(13,492)	2,286
Amount available for appropriation	500,254	486,762	(13,492)	2,286
Charges to appropriations (outflows)				
Safety and operations				
Expense and equipment	3,304	3,304	---	1
Program	250,000	203,988	46,012	226,200
Total charges to appropriations	253,304	207,292	46,012	226,201
Budgetary fund balance, end of year	$ 246,950	$ 279,470	$ 32,520	$ 228,487

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2025
Budgetary fund balance, end of year	$ 279,470
Payables	---
GAAP basis fund balance, end of year	$ 279,470

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Waterways and Ports Trust Fund

Year Ended June 30, 2025

With Summarized Financial Information for 2024

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual 2025	Variances Between Final Budget and Actual 2024
Budgetary fund balance, beginning of year	$ ---	$ ---	$ ---	$ ---
Resources (inflows)				
Interest	---	138,025	138,025	---
Amount available for appropriation	---	138,025	138,025	---
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	---	---	---	---
Program	20,000,000	1,906,375	18,093,625	---
Total charges to appropriations	20,000,000	1,906,375	18,093,625	---
Transfers from State Treasury Fund	11,271,960	11,271,960	---	---
Budgetary fund balance, end of year	$ (8,728,040)	$ 9,503,610	$18,231,650	$ ---

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	**Actual 2025**
Budgetary fund balance, end of year	$9,503,610
Receivables	58,106
GAAP basis fund balance, end of year	$9,561,716

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Statistical Section

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Statistical Section

Financial Trends — **Page**

These schedules are intended to assist in understanding and assessing the Department's financial performance over time.

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Sources:

Unless otherwise stated, information in the following tables is derived from the Missouri Department of Transportation (MoDOT) annual financial reports for the years shown.

Note:

The objective of this statistical section is to provide users with historical perspective by presenting information for multiple years. Schedules originate with the year that the Department began tracking the information, the tracking process or data collection system changed, or it became administratively feasible to report retroactively.

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Financial Trends
Net Position – Government-wide

Years Ended June 30

(Amounts in Thousands)

Year	Net Investment in Capital Assets	Restricted	Unrestricted	Total
2025	$34,294,474	$ 553,535	$ ---	$34,848,009
2024	32,719,581	330,132	---	33,049,713
2023	31,372,178	204,099	---	31,576,277
2022	30,695,167	300	(232,088)	30,463,379
2021	30,081,129	300	(239,694)	29,841,735
2020	29,429,629	300	(540,436)	28,889,493
2019	29,025,481	300	(833,571)	28,192,210
2018	28,532,242	300	(854,851)	27,677,691
2017	28,001,891	300	(489,615)	27,512,576
2016	27,470,765	300	(424,498)	27,046,567

Notes:

Amounts for 2015 include restatement of beginning balances due to the implementation of GASB 68, *Accounting and Financial Reporting for Pensions,* and to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.

Amounts for fiscal years 2016, 2017 and 2018 were restated to correct errors related to infrastructure in progress, infrastructure and depreciation.

Amounts for fiscal year 2018 beginning balances were restated due to the implementation of GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions.*

Amounts for fiscal year 2019 were restated due to the implementation of GASB 84, *Fiduciary Activities.*

Amounts for fiscal year 2020 were restated for prior period adjustments.

Amounts for fiscal years 2021 and 2023 were restated for an error correction.

Amounts for fiscal year 2022 were restated for an error correction and the implementation of GASB 96, *Subscription-Based Information Technology Arrangements*.

Amounts for fiscal year 2024 were restated for an error correction and the implementation of GASB 101, *Compensated Absences.*

Financial Trends
Changes in Net Position – Government-wide
Years Ended June 30

(Amounts in Thousands)

	2025	2024	2023	2022
Transportation Program Expenses				
Administration	$ 8,424	$ 8,864	$ 7,331	$ 4,067
Fleet, facilities and information systems	38,788	35,360	36,799	33,841
Safety and operations	461,198	429,699	415,080	385,360
Program delivery	314,868	268,804	212,015	178,212
Multimodal operations	181,072	123,887	96,989	101,258
Interest	55,570	61,329	55,940	55,724
Other state agencies	312,579	302,383	263,773	236,367
Self insurance	32,693	31,068	22,440	23,105
Medical and life insurance	162,685	146,794	147,671	157,386
Pension obligations	118,499	110,690	77,631	81,681
Other postemployment benefit obligations	(76,533)	(58,116)	(1,673)	33,608
Depreciation	687,487	666,038	646,499	631,882
Total transportation program expenses	2,297,330	2,126,800	1,980,495	1,922,491
Transportation Program Revenues				
Charges for services				
Licenses, fees and permits	342,649	332,185	346,392	342,710
Intergovernmental/cost reimbursements/misc.	113,339	136,077	141,694	96,270
Interest	(110)	356	11	8
Member insurance premiums	36,584	34,834	40,412	46,934
Total charges for services	492,462	503,452	528,509	485,922
Federal government				
American Recovery and Reinvestment Act	8,683	9,654	10,614	11,529
Operating	126,036	93,241	76,640	86,454
Capital	1,467,904	1,420,420	1,160,414	931,556
Total federal government	1,602,623	1,523,315	1,247,668	1,029,539
Total transportation program revenues	2,095,085	2,026,767	1,776,177	1,515,461
Net expense of transportation program revenues	(202,245)	(100,033)	(204,318)	(407,030)
General Revenues				
Fuel taxes	799,350	737,886	658,470	584,824
Sales and use taxes	474,332	474,948	457,119	414,472
Unrestricted investment earnings	117,745	105,929	8,160	(60,538)
State appropriations	555,926	309,159	187,182	73,633
Donated assets	54,708	23,459	10,944	9,507
Gain (loss) on lease modification	---	---	1	---
Gain (loss) on sale of capital assets	(1,519)	(8,731)	(4,660)	(3,281)
Total general revenues	2,000,542	1,642,650	1,317,216	1,018,617
Changes in Net Position	$1,798,297	$1,542,617	$1,112,898	$ 611,587

Notes:
Government-wide financial statements are prepared on a full accrual basis and include transactions related to capital assets and long-term obligations. These statements also include the effects of eliminating off-setting revenues and expenses related to the Department's internal service funds.
Amounts for 2017 and 2018 include restatements to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.
Amounts for fiscal year 2018 beginning balances were restated due to the implementation of GASB 75, *Accounting and Financial Reporting For Postemployment Benefits Other Than Pensions.*
Amounts for fiscal year 2019 were restated due to the implementation of GASB 84, *Fiduciary Activities.*
Amounts for fiscal year 2020 were restated for prior period adjustments.
Amounts for fiscal years 2021 and 2023 were restated for an error correction.
Amounts for fiscal year 2022 were restated for an error correction and the implementation of GASB 96, *Subscription-Based Information Technology Arrangements.*
Amounts for fiscal year 2024 were restated for an error correction and the implementation of GASB 101, *Compensated Absences.*

2021	2020	2019	2018	2017	2016
$ 1,233	$ 11,241	$ 14,133	$ 8,890	$ 24,255	$ 25,374
33,026	31,036	33,329	30,820	28,961	18,088
339,587	360,106	356,189	362,107	345,807	328,987
176,679	184,358	196,633	229,248	210,252	258,846
95,340	85,832	92,945	86,224	100,952	93,500
62,545	66,973	75,581	82,922	93,643	104,190
187,985	212,480	228,881	224,811	234,614	225,148
28,141	13,155	12,456	21,315	9,671	21,604
149,675	140,749	134,871	143,637	123,668	111,561
128,335	107,973	85,991	76,746	87,675	78,196
35,597	19,104	28,669	38,289	43,615	44,005
592,143	568,021	545,753	520,620	512,940	474,320
1,830,286	1,801,028	1,805,431	1,825,629	1,816,053	1,783,819
345,691	322,385	324,714	314,074	304,982	310,073
58,837	100,453	61,633	87,171	74,794	68,181
---	---	5	---	32	19
47,263	47,366	47,665	47,072	44,803	41,989
451,791	470,204	434,017	448,317	424,611	420,262
11,860	12,142	12,379	12,617	19,450	18,160
91,643	73,685	80,079	69,465	78,484	77,468
1,252,881	973,625	873,877	949,145	847,191	826,329
1,356,384	1,059,452	966,335	1,031,227	945,125	921,957
1,808,175	1,529,656	1,400,352	1,479,544	1,369,736	1,342,219
(22,111)	(271,372)	(405,079)	(346,085)	(446,317)	(441,600)
504,371	497,662	512,454	521,273	512,713	517,366
443,561	376,818	363,664	378,765	363,279	350,372
800	25,787	30,468	8,662	3,854	9,101
57,914	67,116	19,494	13,912	22,136	14,216
---	---	---	---	---	---
---	---	---	---	---	---
(4,457)	1,272	(14,519)	(11,675)	(13,028)	(7,451)
1,002,189	968,655	911,561	910,937	888,954	883,604
$ 980,078	$ 697,283	$ 506,482	$ 564,852	$ 442,637	$ 442,004

Financial Trends
Changes in Fund Balances – Governmental Funds
Years Ended June 30

(Amounts in Thousands)

	2025	2024	2023	2022
Revenues				
Fuel taxes	$ 799,350	$ 737,886	$ 658,470	$ 584,824
Sales and use taxes	474,332	474,947	457,119	414,472
Licenses, fees and permits	342,649	332,185	346,393	342,709
Intergovernmental/cost reimbursements/miscellaneous	101,053	113,808	135,502	73,024
Investment earnings	109,700	97,715	7,681	(52,687)
American Recovery and Reinvestment Act	8,683	9,654	10,614	11,529
State government	555,927	309,159	187,182	73,633
Federal government	1,598,546	1,516,853	1,231,862	1,017,643
Total revenues	3,990,240	3,592,207	3,034,823	2,465,147
Expenditures				
Administration	62,657	60,870	55,044	52,105
Fleet, facilities and information systems	51,312	48,052	48,067	44,408
Safety and operations	589,604	557,579	529,110	496,561
Program delivery	377,866	333,075	270,202	231,823
Multimodal operations	182,934	125,766	98,388	102,670
Capital outlay	1,972,523	1,732,496	1,575,036	1,091,190
Debt service – principal	390,646	373,839	240,132	236,379
Debt service – interest	77,382	91,450	65,936	74,235
Other state agencies	350,281	335,912	294,393	267,219
Total expenditures	4,055,205	3,659,039	3,176,308	2,596,590
Excess of revenues over (under) expenditures	(64,965)	(66,832)	(141,485)	(131,443)
Other Financing Sources (Uses)				
Notes issued	13,276	25,304	24,396	8,834
Bonds issued	---	381,610	453,005	88,955
Refunding bonds issued	---	---	---	---
Refunding bonds escrow payment	---	---	---	---
Premium on bonds	---	9,289	47,643	11,439
Leases	2,155	137	4,320	632
SBITA	150	5,681	---	---
Capital asset sales	5,367	5,977	7,209	4,560
Transfers in	858,126	793,183	673,324	547,656
Transfers out	(858,126)	(793,183)	(673,324)	(547,656)
Total other financing sources (uses)	20,948	427,998	536,573	114,420
Net Changes in Fund Balances	$ (44,017)	$ 361,166	$ 395,088	$ (17,023)
Debt service as a percentage of noncapital expenditures	22%	24%	19%	21%
Debt service as a percentage of total revenues	12%	13%	10%	13%

Notes:

Governmental fund financial statements are prepared on a modified accrual basis to report changes in net current financial resources. These statements differ from cash-based budget reports primarily because revenues are recognized if they are collected within 60 days of the end of the fiscal year and expenditures are recorded when the related liability is incurred, except that certain long-term obligations are recognized to the extent they have matured.
Amounts for fiscal year 2019 were restated due to the implementation of GASB 84, *Fiduciary Activities.*
Amounts for fiscal year 2020 were restated for prior period adjustments.
Amounts for fiscal year 2021 and 2024 were restated for error corrections.
Amounts for fiscal year 2022 were restated due to the implementation of GASB 96, *Subscription-Based Information Technology Arrangements*.

2021	2020	2019	2018	2017	2016
$ 504,371	$ 497,661	$ 512,454	$ 521,273	$ 512,714	$ 517,366
443,561	376,818	363,664	378,765	363,279	350,372
345,870	322,245	324,714	314,073	305,001	310,073
49,789	96,374	53,711	77,023	63,372	67,565
488	20,422	24,220	8,553	3,565	6,359
11,860	12,142	12,379	12,617	19,449	18,160
57,914	67,116	19,494	13,912	22,136	14,216
1,345,263	1,045,115	959,101	1,019,594	923,970	907,421
2,759,116	2,437,893	2,269,737	2,345,810	2,213,486	2,191,532
49,571	57,742	61,251	55,773	50,824	51,365
42,638	40,578	43,428	40,278	38,272	38,744
448,624	478,519	470,912	474,914	456,464	435,964
231,324	240,407	254,929	283,592	278,781	296,946
96,584	87,018	94,183	87,452	102,144	94,647
1,019,631	1,003,221	835,059	854,871	711,180	690,878
215,475	169,244	209,355	200,237	308,650	175,103
85,485	82,414	92,870	102,274	117,312	125,274
219,126	243,641	260,140	255,141	262,666	251,143
2,408,458	2,402,784	2,322,127	2,354,532	2,326,293	2,160,064
350,658	35,109	(52,390)	(8,722)	(112,807)	31,468
136	---	---	---	---	---
---	178,370	---	---	---	---
---	---	102,705	---	---	---
---	23,143	(111,483)	---	---	---
---	---	9,148	---	---	---
---	---	---	---	17	114
---	---	---	---	---	---
4,397	18,705	5,307	9,089	5,442	11,889
525,674	532,562	487,872	461,293	459,141	460,974
(525,674)	(532,562)	(487,872)	(461,293)	(459,141)	(460,974)
4,533	220,218	5,677	9,089	5,459	12,003
$ 355,191	$ 255,327	$ (46,713)	$ 367	$ (107,348)	$ 43,471
22%	18%	20%	20%	26%	20%
11%	10%	13%	13%	19%	14%

Financial Trends
Fund Balances – Governmental Funds

Years Ended June 30

(Amounts in Thousands)

Year	Nonspendable*	Restricted - Highways and Transportation	Unassigned	Total
2025	$ 61,022	$2,084,931	$ (470)	$2,145,483
2024	55,335	2,134,197	(32)	2,189,500
2023	52,368	1,775,966	---	1,828,334
2022	48,261	1,386,273	(1,288)	1,433,246
2021	41,855	1,409,272	(1,511)	1,449,616
2020	36,172	1,087,154	(1,064)	1,122,262
2019	32,866	834,747	(678)	866,935
2018	33,738	872,201	(328)	905,611
2017	38,790	866,455	---	905,245
2016	39,614	972,979	---	1,012,593

Notes:

*The nonspendable fund balance represents prepaid assets and inventories held.

Amounts for fiscal year 2019 were restated due to the implementation of GASB 84, *Fiduciary Activities.*

Amounts for fiscal year 2020 were restated for prior period adjustments.

Amounts for fiscal year 2021 were restated for an error correction.

Amounts for fiscal year 2022 were restated due to the implementation of GASB 96, *Subscription-Based Information Technology Arrangements*.

Financial Trends
Expenditures of Federal Awards

Years Ended June 30

(Amounts in Thousands)

Year	Roads and Bridges	Multimodal	Motor Carriers	Highway Safety	Total
2024	$1,417,282	$67,604	$ 9,727	$ 21,231	$1,515,844
2023	1,156,305	65,279	12,839	20,137	1,254,560
2022	926,876	68,080	9,107	17,219	1,021,282
2021	1,249,086	64,476	---	15,083	1,328,645
2020	971,961	54,943	5,055	16,221	1,048,180
2019	871,910	58,154	4,226	15,740	950,030
2018	946,350	59,464	4,688	13,713	1,024,215
2017	844,971	61,564	4,627	16,782	927,944
2016	823,800	63,301	4,157	17,170	908,428
2015	761,537	56,670	3,828	35,039	857,074

Source:

MoDOT Schedule of Expenditures of Federal Awards prepared for inclusion in the State Auditor's single audit report for the state of Missouri

Notes:

Expenditures include State Emergency Management Agency amounts.

Fiscal year 2025 data is not yet available.

Revenue Capacity
Revenue Base – State Motor Fuel Taxes

Years Ended June 30

(Amounts in Thousands)

Year	Gallons	Net State Receipts	Distribution		
			Cities	Counties	MoDOT
2025	4,115,384	$1,094,149	$ 165,280	$ 142,356	$ 786,513
2024	4,150,229	1,001,690	150,310	127,329	724,051
2023	4,163,617	941,753	137,900	114,657	689,196
2022	4,219,292	733,673	113,963	91,253	528,457
2021	3,975,135	673,206	101,456	79,577	492,173
2020	4,078,058	692,372	104,067	81,617	506,688
2019	4,161,176	706,383	106,010	83,142	517,231
2018	4,145,912	705,833	105,364	82,637	517,832
2017	4,129,221	699,355	105,590	82,815	510,950
2016	4,107,558	697,580	104,130	81,663	511,787

Source:

MoDOT Financial Services Division

Notes:

Amounts are provided on a cash basis.

Dollar amounts are shown net of motor fuel tax refunds.

Revenue Capacity
Revenue Rates – State Motor Fuel Taxes

Years Ended June 30

(Cents per Gallon)

Year	Total Fuel Tax Rate	Local Governments	MoDOT
2025	27.00	7.55	19.45
2024	24.50	6.80	17.70
2023	22.00	6.05	15.95
2022	19.50	5.30	14.20
2021	17.00	4.55	12.45
2020	17.00	4.55	12.45
2019	17.00	4.55	12.45
2018	17.00	4.55	12.45
2017	17.00	4.55	12.45
2016	17.00	4.55	12.45

Source:

MoDOT Financial Services Division

Note:

The 2021 enactment of Senate Bill 262 increases the state motor fuel tax beginning with 2.5 cents in October 2021 and increases by 2.5 cents on July 1 each year until reaching an additional 12.5 cents per gallon on July 1, 2025. Fully implemented, Missouri's state gas tax will be 29.5 cents.

Revenue Capacity
Principal Revenue Suppliers – State Motor Fuel Taxes
Year Ended June 30

(Amounts in Thousands)

	2025	2016
Gallons from top ten suppliers	4,307,263	3,548,114
Net revenue from top ten suppliers	$ 969,134	$ 603,179
Net revenue from all suppliers	$1,094,149	$ 697,580
Percentage from top ten suppliers	89%	86%

Sources:

Net revenue from top ten suppliers: Missouri Department of Revenue

Net revenue from all suppliers: MoDOT Financial Services Division

Remainder of information is extrapolated

Notes:

Top ten supplier information is released by the Department of Revenue only in the aggregate. Information on individual suppliers is not available. There were 118 total suppliers in fiscal year 2025.

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Debt Capacity
Ratios of Outstanding Debt

Years Ended June 30

(Amounts in Thousands Except Per Capita)

		Debt Outstanding at June 30			
Year	Road Bonds	Notes Issued	Leases	Subscriptions	Total
2025	$1,127,955	$ 44,724	$ 6,200	$ 2,080	$1,180,959
2024	1,506,100	40,727	5,882	3,790	1,556,499
2023	1,483,270	26,896	29,688	---	1,539,854
2022	1,265,170	6,334	26,783	---	1,298,287
2021	1,408,715	136	---	---	1,408,851
2020	1,624,190	---	---	---	1,624,190
2019	1,614,420	644	1	---	1,615,065
2018	1,832,370	644	37	---	1,833,051
2017	2,032,555	644	89	---	2,033,288
2016	2,341,150	644	127	---	2,341,921

Sources:

Personal Income: United States Department of Commerce, Bureau of Economic Analysis

Population: United States Department of Commerce, Census Bureau

Notes:

Personal income and population are reported on a calendar year basis within the applicable fiscal year.

Amounts for fiscal year 2020 were restated for prior period adjustments.

Amounts for fiscal year 2024 were restated for an error correction.

Ratio of Debt to Income		Ratio of Debt to Population	
Personal Income	Percentage of Personal Income	Population	Per Capita
$409,282,200	0.29%	6,245	$189
385,864,800	0.40	6,196	251
358,840,300	0.43	6,178	249
335,960,100	0.39	6,168	210
312,530,400	0.45	6,152	229
308,154,100	0.53	6,137	265
289,111,800	0.56	6,126	264
269,859,000	0.68	6,114	300
268,379,000	0.76	6,093	334
263,751,000	0.89	6,084	385

Debt Capacity
Pledged Revenue Coverage Related to Revenue Bonds

Years Ended June 30

(Amounts in Thousands Except Coverage)

				Senior Lien Bonds		
Year	Senior Bond Revenues (1)	Operating Expenses (2)	Senior Net Pledged Revenues Available	Principal	Interest	Coverage
2025	$1,386,570	$ 500,181	$ 886,389	$ ---	$ ---	---
2024	1,306,747	491,745	815,002	---	---	---
2023	1,282,115	435,921	846,194	17,665	883	45.62
2022	1,087,747	398,126	689,621	16,815	1,724	37.20
2021	1,089,034	345,925	743,109	16,020	2,519	40.08
2020	979,849	395,582	584,267	15,270	3,288	31.48
2019	977,222	389,546	587,676	61,200	6,347	9.00
2018	994,132	383,969	610,163	58,455	9,270	9.01
2017	973,349	388,116	585,233	54,545	16,534	8.23
2016	968,300	372,800	595,500	51,965	19,090	8.38

				Federal Reimbursement		
Year	Federal Reimbursement Revenues (5)	Expenses	Federal Reimbursement Bonds Net Pledged Revenues	Principal	Interest (6)	Coverage
2025	$1,311,960	$ ---	$1,311,960	$ 52,445	$ 19,260	18.30
2024	1,270,816	---	1,270,816	50,610	18,375	18.42
2023	1,047,777	---	1,047,777	48,870	16,768	15.96
2022	807,057	---	807,057	47,210	18,477	12.29
2021	1,150,479	---	1,150,479	44,020	21,114	17.66
2020	862,489	---	862,489	42,340	22,436	13.31
2019	780,220	---	780,220	42,235	24,849	11.63
2018	823,757	---	823,757	40,470	26,663	12.27
2017	699,433	---	699,433	38,795	28,374	10.41
2016	692,366	---	692,366	37,325	29,840	10.31

Source:
MoDOT Financial Services Division

Notes:

(1) Senior Bond Revenues consist of various percentages of the state motor fuel tax, sales and use taxes and motor vehicle fees, as set by the state's constitution and statutes. Revenues are reported net of refunds and exclude sales tax revenue deposited into the State Road Bond Fund.

(2) Operating Expenses consist of retirement benefit costs, the cost of enforcement of motor vehicle laws and the cost of collection of taxes and fees. The cost of collection reflects actual expenditures and does not reflect any Missouri Department of Revenue refunds associated with spending over the three percent cap during previous years.

(3) First, Second, Third Lien Revenues consist of sales taxes deposited into the State Road Bond Fund and appropriations of General Revenue for repayment of bonds.

(4) First, Second, Third Lien Net Pledged Revenues consist of excess Senior Net Pledged Revenues and sales tax deposited into the State Road Bond Fund.

(5) Federal Reimbursement Revenues exclude American Recovery and Reinvestment Act revenue and amounts passed through to other political entities. For debt service coverage calculation purposes, excess First, Second, Third Lien Net Revenues are not included.

(6) Federal reimbursement interest is reported net of federal subsidies associated with Build America Bonds.

First, Second, Third Lien Revenues (3)	First, Second, Third Lien Net Pledged Revenues (4)	First Lien			Second Lien			Third Lien		
		Principal	Interest	Coverage	Principal	Interest	Coverage	Principal	Interest	Coverage
$ 240,718	$1,127,107	$ 99,535	$ 10,099	10.28	$ 3,130	$ 89	9.99	$ 100,810	$ 32,236	4.58
228,685	1,043,687	94,815	14,911	9.51	4,245	306	9.13	80,375	44,432	4.37
222,044	1,049,690	86,795	19,228	9.90	22,430	1,428	8.08	59,145	15,277	5.14
202,564	873,645	72,285	22,827	9.19	36,820	3,269	6.46	59,370	15,085	4.17
224,111	948,681	49,465	25,290	12.69	50,545	5,776	7.24	55,425	21,268	4.57
179,845	745,554	21,860	26,363	15.46	68,350	9,164	5.93	20,780	12,636	4.81
178,003	718,133	20,985	27,335	14.86	64,755	12,393	5.72	20,180	9,108	4.64
182,763	725,200	19,955	28,314	15.02	61,700	15,461	5.78	19,605	9,715	4.69
179,788	693,943	18,810	29,009	14.51	59,550	19,721	5.46	19,070	10,279	4.44
170,460	694,905	22,520	30,039	13.22	56,660	22,507	5.28	---	10,276	4.89

Mega Projects State Appropriations Bonds

Year	Mega Projects State Appropriations	Excess Net Pledged State Revenues	Principal	Interest (6)	Coverage
2025	$ 135,861	$ 881,207	$ 123,355	$ 12,506	7.49
2024	135,996	804,603	128,735	7,254	6.92
2023	---	---	---	---	---
2022	---	---	---	---	---
2021	---	---	---	---	---
2020	---	---	---	---	---
2019	---	---	---	---	---
2018	---	---	---	---	---
2017	---	---	---	---	---
2016	---	---	---	---	---

Demographic and Economic Information
Population, Personal Income and Unemployment Rate

Years Ended December 31

(Amounts in Thousands)

Year	Population	Personal Income	Per Capita Personal Income	Unemployment Rate
2024	6,245	$409,282,200	$65	3.2%
2023	6,196	385,864,800	62	2.9
2022	6,178	358,840,300	58	2.2
2021	6,168	335,960,100	54	3.4
2020	6,152	312,530,400	51	5.0
2019	6,137	308,154,100	50	3.4
2018	6,126	289,111,800	47	2.3
2017	6,114	269,859,000	44	3.3
2016	6,093	268,379,000	44	4.0
2015	6,084	263,751,000	43	3.9

Sources:

Population: United States Department of Commerce, Census Bureau

Personal Income, Per Capita Personal Income and Unemployment Rate: United States Department of Commerce, Bureau of Economic Analysis

Demographic and Economic Information
Employment Sectors

Years Ended December 31

(Amounts in Thousands)

	2024			2015		
	Employees	Rank	Percentage	Employees	Rank	Percentage
Trade, transportation and utilities	582	1	19%	540	1	19%
Education and health services	536	2	18	452	2	16
Government	450	3	15	442	3	16
Professional and business services	371	4	12	373	4	13
Leisure and hospitality	299	5	10	276	5	10
Manufacturing	286	6	9	260	6	10
Financial activities	184	7	6	166	7	6
Construction, natural resources and mining	148	8	5	120	9	4
Other services	114	9	4	115	8	4
Information	45	10	2	53	10	2
Total	3,015		100%	2,797		100%

Source:

United States Department of Commerce, Bureau of Economic Analysis

Note:

Information on employers is provided at the more general level of employment sectors, rather than the top ten specific employers of the state of Missouri. This data is more relevant to the mission of a transportation system.

Demographic and Economic Information
Gross Domestic Product by Industry

Years Ended December 31

(Amounts in Millions)

	2024			2015		
	GDP	Rank	Percentage	GDP	Rank	Percentage
Financial activities	$ 89,251	1	20%	$ 58,310	1	20%
Trade, transportation and utilities	83,677	2	19	54,571	2	18
Professional and business services	57,192	3	13	37,202	4	12
Manufacturing	52,378	4	12	38,568	3	13
Government	48,135	5	11	35,628	5	12
Education and health services	47,047	6	10	29,721	6	10
Construction, natural resources and mining	23,567	7	5	11,532	9	4
Leisure and hospitality	20,071	8	4	12,125	7	4
Information	14,721	9	3	11,710	8	4
Other services	10,825	10	2	7,044	10	2
Agriculture, forestry, fishing and hunting	4,338	11	1	3,188	11	1
Total	$451,202		100%	$299,599		100%

Source:

United States Department of Commerce, Bureau of Economic Analysis

Demographic and Economic Information
Licensed Drivers with Population Data

Years Ended June 30

(Amounts in Thousands)

Year	Licensed Drivers	Change in Licensed Drivers	Population	Change in Population
2024	4,333	25	6,245	49
2023	4,308	18	6,196	28
2022	4,290	15	6,168	16
2021	4,275	15	6,152	15
2020	4,260	(14)	6,137	11
2019	4,274	(1)	6,126	12
2018	4,273	(2)	6,114	21
2017	4,275	25	6,093	9
2016	4,250	37	6,084	20
2015	4,213	(82)	6,064	20

Sources:

Licensed Drivers: Missouri Department of Revenue for federal reporting

Population: United States Department of Commerce, Census Bureau

Notes:

Fiscal year 2025 licensed drivers' data is not yet available.

Population is reported on a calendar year basis within the applicable fiscal year.

Demographic and Economic Information
Vehicle Registrations with Fuel Tax Receipts

Years Ended June 30

(Amounts in Thousands Except Fuel Tax Receipts per Registration)

Fiscal Year	Registrations	Percentage Change in Registrations	Net State Fuel Tax Receipts	Percentage Change in Fuel Tax Receipts	Fuel Tax Receipts per Registration
2024	6,717	0.8%	$1,001,690	6.4%	$149
2023	6,665	1.1	941,753	28.4	141
2022	6,590	(2.7)	733,673	9.0	111
2021	6,775	2.8	673,206	(2.8)	99
2020	6,590	0.4	692,372	(2.0)	105
2019	6,562	0.8	706,383	0.1	108
2018	6,511	(1.0)	705,833	0.9	108
2017	6,580	(3.2)	699,355	0.3	106
2016	6,795	1.6	697,580	2.6	103
2015	6,689	4.7	680,045	2.6	102

Sources:

Registrations: Missouri Department of Revenue, Missouri State Highway Patrol and MoDOT for federal reporting

Fuel Tax Receipts: MoDOT Financial Services Division, cash basis

Note:

Fiscal year 2025 registrations data is not yet available.

Operating Information
Demand and Level of Service Indicators
Years Ended December 31

Year	Daily Vehicle Miles Traveled (Amounts in Thousands) State Highways	Non-State Highways	Total Public Highways	Population (Amounts in Thousands)	Average Daily Miles Per Capita
2024	147,405	74,548	221,953	6,245	35.5
2023	148,269	71,696	219,965	6,196	35.5
2022	145,387	70,745	216,132	6,178	35.0
2021	142,430	74,639	217,069	6,168	35.2
2020	127,865	69,602	197,467	6,155	32.1
2019	142,330	73,309	215,639	6,137	35.1
2018	140,915	67,462	208,377	6,126	34.0
2017	141,938	66,038	207,976	6,114	34.0
2016	139,361	64,807	204,168	6,093	33.5
2015	136,129	60,849	196,978	6,084	32.4

Sources:

Daily Vehicle Miles Traveled: MoDOT Transportation Planning Division

Population: United States Department of Commerce, Census Bureau

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Operating Information
Demand and Level of Service Indicators
Years Ended June 30

		Travel Information by Mode		
Year	Freight Tonnage (Amounts in Millions)(1) (2)	Number of Transit Passengers	Number of River Runner Rail Passengers	Number of Airline Passengers (Amounts in Millions) (2)
2025	n/a-cy	n/a-src	197,400	n/a-src
2024	659	40,809,744	182,300	14.6
2023	673	35,295,344	145,400	13.7
2022	658	32,887,525	114,300	12.2
2021	758	30,000,000	57,700	9.5
2020	670	47,600,000	118,000	5.6
2019	679	56,100,000	156,000	14.3
2018	695	58,600,000	173,000	14.1
2017	690	62,500,000	171,000	13.5
2016	819	59,100,000	172,000	12.8

Source:

Bureau of Transportation Statistics and the Corps of Engineers

Notes:

(1) Data is estimated and provides generalized trends and movements.

(2) Measured on a calendar year basis.

(3) Negative numbers mean final project cost was less than the amount budgeted for the project.

(4) Prior years data may be updated for information received in subsequent years.

(5) No data collection for this measure occurred in 2020 for 2019.

n/a-cy: Not available - calendar year basis.

n/a-src: Not available - external source provides data.

Road and Bridge Projects		Safety		
Percent of Programmed Project Cost As Compared To Final Project Cost (3)	Percent of Projects Completed on Time	Number of Fatalities from Traffic Crashes (2) (4)	Number of Serious Injuries from Traffic Crashes (2) (4)	Percent of Stripes on Major Roads In Good Condition (2) (5)
6.20%	85%	n/a-cy	n/a-cy	n/a-cy
2.30	76	955	5,398	n/a-cy
(2.90)	79	991	5,221	82.0%
(4.30)	84	1,057	5,051	70.8
(4.30)	69	1,016	5,268	58.3
(9.20)	76	987	4,788	48.0
(4.10)	75	881	4,489	n/a
(6.00)	75	921	4,717	31.9
(0.50)	68	932	4,886	77.0
(2.65)	68	947	4,743	89.8

Operating Information
Capital Asset Indicators (1)

Years Ended December 31

Year	Centerline Miles	Percentage of Major Highways In Good Condition	Number of Bridges in Poor Condition (2)
2024	33,815	89.9%	752
2023	33,811	89.9	759
2022	33,809	89.2	804
2021	33,826	90.3	823
2020	33,830	90.6	837
2019	33,832	91.1	893
2018	33,838	91.5	909
2017	33,859	91.6	922
2016	33,856	90.1	883
2015	33,873	90.4	866

Sources:

MoDOT Tracker – Measures of Departmental Performance

Centerline miles provided by Transportation Planning Division

Notes:

(1) Assets of non-highway modes are not owned by the state. MoDOT administers funds to those entities, primarily through federal and state grants.

(2) In 2017, MoDOT revised the definition of bridges in 'poor condition' to better align with FHWA standards. Fiscal years 2012-2016 have been restated to reflect the revision.

Operating Information
Capital Asset Indicators
Years Ended December 31

Functional Classification	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Rural										
Interstate	841	841	847	847	842	842	842	842	842	842
Freeway/expressway	1,100	1,100	1,125	1,125	1,125	1,125	1,125	1,125	1,020	926
Principal arterial	1,866	1,866	1,883	1,883	1,888	1,877	1,876	1,876	1,958	2,029
Minor arterial	3,958	3,958	3,970	3,972	3,967	3,980	3,980	3,976	3,935	3,959
Major collector	15,969	15,966	15,978	15,961	15,962	15,971	15,972	15,977	16,138	16,137
Minor collector	5,958	5,960	5,980	5,981	5,981	5,979	5,978	5,979	5,940	5,943
Local	962	962	972	996	991	983	980	980	925	927
Urban										
Interstate	544	544	538	538	538	538	538	538	538	538
Freeway/expressway	508	508	483	483	483	483	483	483	476	468
Principal arterial	664	659	640	641	640	638	640	643	646	654
Minor arterial	584	589	565	569	574	577	584	587	591	597
Major collector	505	499	485	479	483	477	485	487	520	523
Minor collector	61	61	58	57	57	56	56	56	22	22
Local	295	298	285	294	299	306	299	310	305	308
Total centerline miles	33,815	33,811	33,809	33,826	33,830	33,832	33,838	33,859	33,856	33,873
Statewide Composite										
Interstate	1,385	1,385	1,385	1,385	1,380	1,380	1,380	1,380	1,379	1,380
Freeway/expressway	1,608	1,608	1,608	1,608	1,608	1,608	1,608	1,609	1,496	1,394
Arterial	7,072	7,071	7,058	7,065	7,069	7,072	7,080	7,081	7,130	7,239
Collector	22,493	22,487	22,501	22,478	22,483	22,483	22,491	22,499	22,621	22,625
Local	1,257	1,260	1,257	1,290	1,290	1,289	1,279	1,290	1,230	1,235
Total centerline miles	33,815	33,811	33,809	33,826	33,830	33,832	33,838	33,859	33,856	33,873

Operating Information
Employee Full-Time Equivalents (FTE)*
Years Ended June 30

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
District offices	3,997	4,005	3,749	4,220	4,302	4,537	4,655	4,572	4,597	4,493
Central office	823	802	721	729	712	732	754	759	755	763
Total	4,820	4,807	4,470	4,949	5,014	5,269	5,409	5,331	5,352	5,256

*A full-time equivalent is the total amount of hours worked or paid leave divided by 2,080 hours.

Other Information

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RubinBrown

7676 Forsyth Blvd
Suite 2100
St. Louis, MO 63105

T: 314.290.3300
E: info@rubinbrown.com
www.RubinBrown.com

CERTIFIED PUBLIC ACCOUNTANTS & BUSINESS CONSULTANTS

Independent Auditors' Report On Internal Control Over Financial Reporting And On Compliance And Other Matters Based On An Audit Of Financial Statements Performed In Accordance With *Government Auditing Standards*

Missouri Highways and Transportation Commission
Missouri Department of Transportation
Jefferson City, Missouri

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards)*, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Missouri Department of Transportation (the Department), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements, and have issued our report thereon dated September 30, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Department's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, we do not express an opinion on the effectiveness of the Department's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report On Compliance And Other Matters

As part of obtaining reasonable assurance about whether the Department's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose Of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

RubinBrown LLP

September 30, 2025